

29 MARCH 1973 15p

VALLELUNGA - RALLY RECORD - FREE COLOUR CENTRE

AUTOSPORT

European G2: Muir/Lauda win for BMW at Monza





1st European Saloon Car Championship 1971



1st R.A.C. Rally 1972



1st Uni-Royal R.A.C. Rally Championship 1971



1st Touring Car Category Le Mans 1972



1st Circuit of Ireland 1971



1st World Cup Rally 1970



1st Spa 24 hours 1972



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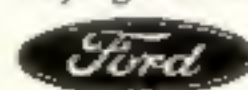
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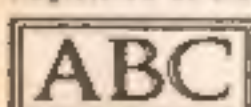
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Plus: colour centre spread

Hurried pit-stop for the Monza-winning BMW of Muir/Lauda, with much petrol splashing on to the boot and pit road from the refuelling churn.



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AUTOSPORT, MARCH 29, 1973

EDITORIAL

Italian interlude

The news from Italy, where almost all international motor racing was concentrated last weekend, provided plenty of surprises. It was heartening too, for there is no firmer guarantee of boredom than if a race result can be confidently predicted before the start. Apart from the seemingly silly situation in which two major races were organised in one country on the same day—akin to having the BOAC 1000 sports car race and the Tourist Trophy Group 2 event on the same day in Britain—both the Monza 4-hr and Vallelunga 6-hr races attracted healthy crowds.

At the now traditional European Touring Car Championship opener at Monza near Milan the long-awaited confrontation took place between those two German giants, Ford and BMW. After the psychological warfare of the winter months the real test began, and ended with a win for BMW. But there is more to the story than just a bare race result. The fact is that the winning CSL of Brian Muir/Niki Lauda was the tortoise of the race. While their Alpina-entered car (a 3-litre, unlike all other BMWs which had 3.3-litre engines) plodded on with reliability in mind, the hares felt exhausted and broken by the wayside.

In many ways it was not a representative result. In practice the Fords, thanks mainly to Jackie Stewart, continued their dominating form of the previous year while the works, Schnitzer and Alpina-entered BMWs were very much more competitive. But in the 2-litre division, in which Ford and BMW were also expected to reign supreme, the winner was an Alfa Romeo GTAm. Ironically, it was on the basis of these cars' performances in last year's race that led Autodelta to withdraw them from the championship because they were uncompetitive. Yet there they were a year later beating those fragile, multi-valve Escorts and 2002s. Later this year, of course, Autodelta are expected to field a 16-valve engined Alfetta to contest this class.

Down the Autostrada del Sol at Vallelunga near Rome the all-conquering Ferraris received a thrashing at the hands of France's Matra in the second round of the Manufacturers' Championship. Since the introduction of the 3-litre regulations Ferrari and Matra had studiously avoided a race confrontation, and the Vallelunga result was therefore doubly interesting. Although the three Ferraris were delayed with various tyre problems, all credit must go to the two Matra-Simcas which had been developed as 24-hr cars to win the Le Mans endurance race. For the 6-hr in Italy the French produced a sprint car that was capable of lapping Vallelunga over 1 sec faster than the best Ferrari. This year's manufacturers' series will not be so one-sided if these results are anything to go by.

our cover picture

The Brian Muir/Niki Lauda BMW CSL, with one of the numerous Ford Capris in tow, slices through the back-markers on its way to victory in the opening European Touring Car Championship round at Monza.

Photo: Paul Thompson

Pit and Paddock

Tour of Britain regulations

Regulations are now available for the Avon Motor Tour of Britain, which (organised by the BRSCC) takes place on July 6, 7 and 8. Announced last year, this enterprising venture by the BRSCC sees FLA Appendix J Group 1 cars compete over stages and in races over Britain for three days.

Any car homologated in Group 1 by the FIA is eligible and any tyre listed in the RAC Blue Book will be acceptable so long as it is legally compatible with the minimum rim width homologated for the car.

Class divisions for the Group 1 cars are based on price: up to £800; £801 to £1050; £1051 to £1500; and over £1500. The new car prices published in the March 3 issue of the Motor will be used with regards to the class divisions, and an equivalent UK price list will be given for cars not available in the UK but which are FLA homologated.

The wearing of seat belts on special stages on race circuits is compulsory, the first time that measure has been taken in British motor sport. A maximum of three people can be carried in a competing car, but only the first named driver may drive on the special stages and in the races. A maximum of 80 cars (plus 12 reserves) will be allowed to compete, and it is expected that the entry list will be well over-subscribed.

Originally there were to be races on five circuits with only a few special stages. Now there are to be more stages, all of them on private land, and in addition, the organising committee reserves

the right to multiply the stage times by two to balance the advantage one category of driver may have over the other. The committee is not announcing the location of the stages yet, to prevent potential competitors practising, but the Epplynt stage will not be included now. Obviously the results are worked out by the accumulation of competitors' stage and race times, but although the navigation is relatively simple, there are customary penalties for people failing to meet the target time for a road section. The specific target time for each stage will be set at 70 mph.

Scrutineering takes place in Avon's Melksham factory on Thursday, July 5, and the event gets under way on July 6, starting from Melksham at 9 am. On Friday, the event tackles a stage soon after the start before moving west to Llandovery for a series of races. From Llandovery, the route turns east to Chepstow after which there is another stage and between Lechlade and Banbury comes the third stage, all of which will be of tarmac nature. Nearing Stratford-upon-Avon, the competitors come across another stage before the overnight stop at the Post House, Great Barr, Birmingham, where the first car is due to arrive at 7 pm.

The competitors re-start from the Post House at 9 am on Saturday and head north to Oulton Park for a series of races. And then comes another series of races at Silverstone before the competitors travel across country

to Snetterton for night racing, the action starting at midnight. Incidentally races at all other circuits apart from Snetterton will be of 15 m duration—at Snetterton they'll be 30 m long. By breakfast-time on Sunday the competitors will be at Brands Hatch for the last group of races, after which there are three more special stages on the way back to the West Country, for the finish at Bath around 6 pm on Sunday. The prize-giving and celebration party follows later in the evening.

Regarding the racing, the maximum number of starters will be 20 in each race. A rolling start will be used for all races after three practice laps. (The practice laps will be behind a pace car and when the pace car pulls off after three laps, the race gets under way.) Grid positions for the races run at the first racing venue will be in the order of the seeded entry list. Thereafter grid positions will be determined by the latest class positions available. On the stages, cars will start in numerical order at 1 m intervals.

Prize money in the overall classification goes down to 10th place with £500 for first and £25 for 10th. Class awards incorporate the first three, with £75 for the class winner and other awards include the leading private entrant, lady and journalist. There are team awards and an Avon tyre bonus.

The organising committee consists of Peter Browning, Hamish Cardno, Charles Lewis and Tony Mitchell.

Francisci's F3 victory

The Italian Formula 3 season opened with a championship race at the new Casale circuit, south of Turin, on March 12. Practice and the race were a Brabham benefit with the new BT41, of which seven have been sold in Italy, showing its true potential for the first time.

Alberto Colombo was quickest in practice with his BT41-Novamotor followed by Claudio Francisci (BT41-Nova), Luigi Cinotti (BT35-Nova), Lella Lombardi (BT41-Nova), Carlo Giorgio (Ensign-Nova LNF3/73), and Roberto Marrazi (Ensign-Nova LNF3/73).

In the race Colombo did most of the leading before indulging in a quick spin which let Francisci and Cinotti past. Francisci went on to record the first win for the BT41. Colombo came in third ahead of Miss Lombardi. Marrazi crashed his Ensign in pursuit of the leaders while Giorgio blew his engine. Colombo's efforts to regain ground netted him fastest lap.

BDG tested

The Cosworth BDG F2 engine made its first appearance last week in the back of Roger Williamson's GRD at Cadwell Park. The 2-litre iron block engine developed from last year's rapid, but initially unreliable, BDF engine apparently performed satisfactorily and after a further test day at Snetterton this week it will be taken to Hockenheim on April 8.

Incidentally, Williamson went to Goodwood for the first time in his life last Friday with his spare GRD and circulated in the 1 m 11 s bracket without any problems, other than low flying pheasants.

● Our apologies to Graham Hill and Randy Lewis who we inexplicably mixed up in a story last week. It was Lewis, not Hill, who shared a De Tomaso Mangusta with FB ace Jon Millege at the Sebring 12 hours last Sunday.

● Peter Gethin's Race of Champions-winning Chevron B24 will appear at Mallory Park this weekend with experimental enclosed rear bodywork and air wings.

● The opening USAC event of the year, the Phoenix 150, was flooded off.

● Martin Thomas of the British International Saloon Car Drivers' Association is anxious to hear from all Group 1 entrants who are interested in receiving the association's bonus scheme money. The address is BISCDA, Bay Strait House, Station Road, Biggleswade, Beds.

The controversial Clan Crusader made its debut in mod sports last Sunday at Thruxton in the hands of Johnny Blades. It retired, when going well, with loss of oil pressure (left). Damien Magee had the chicane spectators on their feet most of the time as he flung his Polliser round in great style. Unfortunately he later rolled the car when leading, luckily with little damage.



Australian GP mooted for 1976

Early last week news sifted through the Australian press that the Light Car Club of Australia, promoters of the Sandown International Motor Racing circuit near Melbourne, would stage the 41st Australian Grand Prix in 1976 as a round of the World Championship.

The LCCA are basing their hopes of securing a date in the Grand Prix calendar on the ever-increasing costs of the present F1, which they feel will lead to F5000 being adopted as the Grand Prix formula within the near future, a class of racing which Australia has heavily supported since its inception.

Over the past seven years the club has carried out four feasibility studies to ascertain whether a World Championship round would be viable at their track, Sandown International.

The latest study has revealed some very promising results and already talks with interested parties and potential sponsors have begun, with the target date set at 1976.

However, there is still a considerable amount of work to be done before negotiations are finalised and both Federal and State governments are approached for the support needed to produce a race justifiable to Australia's position in motor sporting circles.

The Australian Grand Prix is the third oldest continuous Grand

Prix behind those of France, Italy and Germany, being first run in 1928 at Phillip Island, Victoria, and won by an Englishman, A. C. R. Waite, in an Austin Seven.

During its long history such distinguished personalities as Lex Davison, Jack Brabham, Stirling Moss, Bruce McLaren, Graham Hill, Jackie Stewart, Jimmy Clark and Chris Amon have won the AGP.

Officially the Confederation of Australian Motor Sport have not yet been notified of the club's intentions, the project not having reached a stage of formal application.

Competitions Manager for the LCCA, Ian McKnight, has been working towards the 1976 date for the past two years, already most of the work needed on the track to bring it up to world standards has been completed, with only a further A\$11,000 worth remaining.

Australia's first attempt to secure a World Championship date by the Australian Automobile Racing Co Ltd, promoters of the Warwick Farm track in Sydney, failed in 1970 due to lack of finance, but it appears that the LCCA, who are celebrating their Golden Anniversary this year, are well into the job of securing the necessary sponsorship and all going well, Australia will have its own Grand Epreuve within three years.

Porsche's Sebring

The Sebring 12 hours held last Sunday was won by the Daytona 24-hour winning Porsche Carrera RS of Peter Gregg and Hurley Haywood. They completed 225 laps, 1,882 kms, in the 12 hours at an average speed of 156.106 kph. Second, two laps behind, was the similar car of Milt Minter/Keyser. John Greenwood/Ron Grable were third in the BF Goodrich radial tyre shod Chevrolet Corvette which was four laps down. A Porsche Carrera driven by Elliot Forbes-Robinson/Egerton was fourth in front of a Camaro driven by Gimondo/Dingman.

The Alpine A440 2-litre sports car was tested by Jean-Pierre Jabouille for the first time last week. The car uses the new Renault V6 engine and has the now traditional Alpine aerodynamic bodywork as seen on the F2 and F3 cars. The chassis is a spaceframe with conventional suspension. Brakes are outboard at the front using ventilated discs and solid inboard at the rear. It uses a Hewland FT200 gearbox. The car will be testing this week at Paul Ricard in preparation for the opening round of the Championship on April 8.

Jabouille was delighted with the car and after 700 kms he was lapping 0.5 s off Arturo Merzario's lap record in the Abarth.

New F3 GRD for Ferris

Dave Ferris, the young FF star, who received a nasty facial injury at Silverstone last year while practising for his first ever F3 race, will be racing again in F3 shortly. He has bought a new GRD 373 which he drove at Snetterton for the first time last week. The original intention was that he should test for a couple of months before racing the car, however the times at Snetterton were very good and his first race will probably be at the Silverstone International meeting.



Gordon Coppuck (left) M16C designer discussing the new car with chief mechanic Hywel Absalom.

Indy McLaren M16C nearing completion

Work is currently being carried out on the new McLaren M16C Indianapolis car designed by Gordon Coppuck. Modifications to the car, which in B form won Indy last year in the hands of Mark Donohue, include a longer wheelbase, wider track, sleeker cockpit surround, a lower and squatter monocoque section and a six and a half inch longer bellhousing which moves the centre of gravity nearer to the middle of the car.

The height of the monocoque has been dropped by one and a half inches to try to keep the air flowing round the side; the tub has been widened proportionately to maintain the fuel capacity.

The five cell fuel system has been changed to four cell to accommodate a five gallon oil compartment which is built into the left hand side of the monocoque. The previous mounting of a separate tank hindered access to the front of the

engine.

The inlet manifold of the turbo-charged Offenhauser has been relocated on top of the engine. It previously stood out on the side of the car reducing the efficiency of the right hand side of the wing.

The Offy engine is prepared by Gary Knutson in Detroit and will be tuned to produce 850 bhp for races. It is mounted rigidly in the chassis to act as a stressed member. The suspension is slightly changed in geometry and the Hewland LG Mk 2 gearbox is retained.

Six of the new cars will be built, two cars and a spare for Gulf McLaren works drivers Peter Revson and Johnny Rutherford, two cars and a spare for Penske team drivers Mark Donohue and Garry Bettenhausen. Rutherford will contest most of the USAC Championship but Revson will only do the 500 mile events at Indy, Pocono and Ontario.

Metso Transmissions have recently introduced a new FF gearbox, the type 34 B1. This is a development of last year's successful type 34 and incorporates provision for inboard rear brakes. The box also contains a layshaft made from Nitralloy steel for greater rigidity. Details are available from Metso at 38 Murray Mews, London NW1.

Chris Meek will be driving a de Tomaso Pantera in the STP Production Sports Car Championship entered by MTC Cars, the UK distributors. He has already tested a car at Monza and his car is currently being built at the Modena factory. After testing at Imola it will also be entered in selected European G3 events.

Alpine A440 2-litre tests

Jean-Pierre Jabouille tested the attractive Alpine Renault A440 2-litre sports car last week.



Williamson/Walker test Trojan



Left to right: Sid Taylor, Alan Smith, Mike Walker and Roger Williamson discuss the F5000 Trojan.

Roger Williamson and Mike Walker were seen testing Sid Taylor's F5000 Trojan at Silverstone last week while usual driver Jody Scheckter was busy in a Capri at Monza. Taylor is keen to run a car in the Rothmans Championship as well as in the L&M series but Scheckter will not be available for all the rounds. In fact Taylor wanted Williamson to drive the car in

the Race of Champions when Scheckter had the F1 McLaren but their paths did not cross during the meeting and it did not materialise.

Both Williamson and Walker (who has not got any drives lined up at the moment) are keen on driving the car if the opportunity arises. At Silverstone Williamson did a 1 m 20.8 s while Walker was a shade slower.

Peterson tests Lotus F2 mill

The Lotus/Novamotor F2 engine was tested at Snetterton last week by Ronnie Peterson fitted to an adapted JPS F3 chassis. Earlier in the week Peterson had lapped the Hethel test track quicker than anyone had ever done before. At Snetterton he got down to 1 m 24.8 s in just a few laps before a con rod bolt broke.

The engine was stripped down at Lotus and the fault was found and modifications are now underway in Italy, however all parties were delighted by the power of the engine which is scheduled to make its race debut in the Texaco Star F2 cars of Peterson and Emerson Fittipaldi at Thruxton.

● Among the spectators at Vallelunga last weekend was Clay Regazzoni, his right hand banged after the South African GP accident. Regazzoni drove the pace car for the start of the 6-hr sports car race, and declared that he will be fully fit to drive a BRM in the forthcoming International Trophy.

March sales

With March cars currently leading the European F2 championship, the Lombard and Forward Trust F3 championships, and the Yellow Pages and BP Formula Atlantic championships it is hardly surprising that Bill Stone should report a flood of serious enquiries for new cars following quiet months in January and February.

Last week two more March-BMW 732s were sold to Switzerland for Roland Salamon and Jacques Jolliat. Both will concentrate on the Swiss Championship, which mixes hillclimbs in the homeland and circuit races elsewhere, plus a number of F2 events.

Three F3 cars have been sold to Brazilian customers for use in this country. Peter Bloore, who runs Russell Wood's Lombard leading car, will look after Lionel Freidrich while another deal will be announced next week concerning two cars run by former Italian F3 driver Sandro Angelieri from the works using Italian-built Novamotor engines. Freidrich, who will use Holbay engines, is a former national saloon car champion with a VW.

Bracey's Lloyds Ibec P2

An interesting new car and sponsor to the Clubmans scene were announced last week. The driver, Ian Bracey is of course well known, as is the name of the car, Ibec. However, the Ibec P2 is a completely new model showing a lot of original thinking. The Ibec P1, which Bracey raced successfully in 1971, was built in conjunction with the City University as a mobile test bed and it is now being used by the University in suspension research.

The P2 has been built purely as a racing car but the City University have contributed a great deal to the design of the car especially in the aerodynamic field. The car was designed by Denis Jones who is technical manager of DISA Electronic.

The car retains the P1 front suspension incorporating rocking upper arms with inboard spring damper units designed to give rising rate characteristics. However, on the P2 these have been engineered to utilise the lighter and stronger March F3 mag alloy uprights and brake components. The rear suspension is independent as on the P1 but now has inboard spring damper units to give the same rising rate effect as on the front. The uprights are fabricated from sheet steel and designed to allow the outboard suspension pick-ups to fit inside the wheels, thus allowing rim widths to be changed without altering the track.

As successfully used on the P1 the car has a rear mounted radiator cooled by low energy

air which is then fed through the radiator into the wake. The chassis is considerably lighter and less complicated than the P1 and most of the final assembly was done by Mike Chambers at Huron Cars.

The aerodynamics have been researched at the City University on a one fifth scale model in a wind tunnel. Downforce is distributed over the full length of the body by the underside of the nose, the front wheel fairings, the delta side plates and the adjustable rear wing.

To keep the project as original as possible Ibec developments have designed and produced their own engine based on an FVA. Most of the work has been done by Martin Murphy of JM Racing Developments. Particular attention has been paid to lightness of parts and combustion efficiency. The head has been specially designed and gas flowed as were the pistons for the cross flow unit. The Ibec Ford uses 45mm Dellorto carburettors and is producing well over 160 bhp.

Finally the sponsor, Lloyds, is also new to racing. Bracey, a Lloyds broker, is of course the man responsible for the Lloyds Racing Car Insurance scheme. He has managed to persuade the underwriters of his scheme to back the Ibec and all their individual underwriting stamps appear on the car.

JM Racing Developments will be offering replicas of the Ibec-Ford engine for sale at £1,170 (pre VAT).

Ian Bracey (in car) with main sponsor, Lloyds' underwriter Malcolm Blair and the latest Ibec P2.



New Ferrari at Silverstone

The new works Ferrari will definitely be at Silverstone for the GKN/Daily Express International Trophy meeting. Pierre Aumonier confirmed on Monday that they had agreed terms with Ferrari for Jacky Ickx to give the new Anglo Italian built car its race debut.

BRMs at Silverstone will be handled by Clay Regazzoni, Niki Lauda and Vern Schuppan as Jean-Pierre Beltoise has decided to go to the Hockenheim F2 race

where he will have a brand new March-BMW. Hans Stuck will drive Beltoise's Mallory car while Jean-Pierre Jarier will have his usual car.

The Formula 3 race at the Silverstone meeting will have three works Alpines in the entry. Last year's works drivers Michel Leclerc and Alain Serpaggi will be joined by Formule France ace Alain Cudini who will be making his F3 debut.

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ADMISSION **90P** CHILD **30P**

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The promoters reserve the right, without notice, to make any alteration to the race programme.



SILVERSTONE

Saturday / Sunday April 7th / 8th

GKN-DAILY EXPRESS SILVER JUBILEE INTERNATIONAL TROPHY

See the world debut of the new Grand Prix Ferrari driven by Jacky Ickx plus Jackie Stewart, Emerson Fittipaldi, Ronnie Peterson, Denny Hulme, Peter Revson, Clay Regazzoni, Jean-Pierre Beltoise, Niki Lauda, Mike Hailwood, Carlos Pace, Graham Hill, Jackie Oliver, George Follmer, Howden Ganley and Rikky Von Opel plus the top Formula 5000 drivers in Silverstone's great Jubilee race.

Supporting races are for Formula 3, Formula Ford, Group 2 Touring Cars and Historic Cars.

There are five races on each day plus many other attractions.

Admission Charges:
Saturday, April 7: Admission to Special Trackside Spectator Enclosures: including free Grandstand Seat: adult £1, child 20p. Paddock transfer: adult 50p, children free. All parking free.
Sunday, April 8: Admission to Special Trackside Spectator Enclosures: adult £1.80, child 50p. Grandstands £2 and £1.75 extra. Paddock transfer £2 extra. All parking free.

PAGE TOURS

This is fast proving to be the most exciting F1 season for years. What a race the Race of the Champions proved to be! The situation is wide open for the Spanish GP and Monaco. Don't miss an opportunity to see what could be the most exciting F1 races for years.

SPANISH G.P. BARCELONA — April 29

When you read this there may be one or two seats left on our Friday/Monday weekend visit by scheduled air. Only £55.

The one-day flight from Luton Airport is almost fully booked and soon it will be too late. At £27 this is a great opportunity to see the first European Grand Prix of 1973.

MONACO G.P. — June 3

We have seats available on most departure dates and plenty of grandstand seats.

MR. 10

4 days by coach from £26.

A very economical way to see this classic Grand Prix.

MR. 11

6 days by coach—£34.

Another itinerary by hovercraft/coach giving three nights on the Cote d'Azur.

MR. 14

An 8 day holiday from Tuesday, May 29 to Tuesday, June 5. We can still offer accommodation in Monte Carlo. Prices from £57.

MR. 15

This popular 6 day 5 night visit from Wednesday, May 30 is almost fully booked. We have three aircraft and just a few seats remain. Prices start at £45. Essential to book immediately.

MR. 16

4 day weekend by air.

We have flights from both Gatwick and Luton with availability on both at the present time. Prices start at £48 and seats are filling rapidly.

MR. 17

1 day air flight. Already the first aircraft has been filled and we are well into the second. £27 from Luton Airport.

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AS9

Don't let the date fool you. The fabulous big-bangers really are coming to Mallory! With the cars becoming increasingly more sophisticated, Formula 5000 is fast growing as a spectacular form of motor racing.

Sunday April 1st sees the return of these thundering monsters to the Leicestershire circuit, and lap times could well be as fast as the more nimble Formula 2 cars. Average lap speeds could be over 120 mph which can't be had going for cars of this size - unquestionably a real handful for the drivers.

The exciting entry for this 50 lap race includes Peter Gethin in a Chevron B24, The ShellSPORT Luxembourg Cars, three times Tasman and American Champion Graham McRae in his Iberia - McRae - Chevrolet, David Hobbs in a Lola T330, and cousins Alan Rollinson and Steve Thompson to name but a few.

The packed supporting programme includes events for the B.P. Formula Atlantic, BOC Formula Ford, MCD Special Saloons and STP Production Sports Car Championships. Plus a dramatic display by the Rothmans Aerobatic Team.

The organisers reserve the right without notice to make any alteration to the race programme

Rothmans 5000 Championship MALLORY PARK

Organised by the BRSCC



SUNDAY APRIL 1st

First Race is at 2.30 p.m.

Reserved Enclosures: Adults £1.00 Children 30p.

Stands 50p, Paddock 50p extra.

Easter Monday 23RD Apr. 1973

Esso UNIFLO
F2 EUROPEAN CHAMPIONSHIP MEETING AT THRUXTON

Other events
GROUP 2 SALOON CARS
VAUXHALL SELLING PLATE
FORMULA SUPER VEE

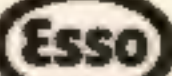
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If you've never given the motor racing scene a chance to grab you - now's your chance. Get hooked on Easter Monday! Watch Graham Hill and the boys hurtling round Thruxton in this top-line Esso Uniflo line-up. It has to be a sizzler.



Esso has more going for you



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Hartwell RP2, RP3 360 lift camshaft. Each £20
R22, R23 360 lift camshaft. Each £23

1000 cc Engine, Wet liner block, Tuftrided crank, flywheel and clutch unit lightened and balanced. Gas-flowed big valve cylinder head and 360 lift camshaft. Fabricated inlet/exhaust manifold with twin 400COE carburettors. Lucas distributor and NGK plugs. £526

850 cc Engine, Latest ribbed cylinder block, Full destroyed crank—not built up. Otherwise specification as 1000 engine. £476

1000 cc Short race engine including competition clutch assembly. Wet liner block, Tuftrided crank. Pistons for use with 1.4 inlet valve. All lightened and fully balanced. £176

1000 cc Race cylinder head, fully gas-flowed and reshaped combustion chambers. Assembled with inlet/exhaust valves and high performance springs. £75

1000 cc Race Cylinder Head Kit with Hartwell cam/carrier and full set of Weber chokes and jets as used on our car, 110 bhp at 8500 rpm. £137.50

Bronze oil pump drive gear set £8

1000 cc wet liner cylinder block. £42.50

1000 cc Race pistons machined to receive 1.4 inlet valves, 1.125 exhaust valves. Set of 4. £29
Tuftrided imp crankshaft. £32.50
360 lift cam carrier, complete with bearings. Each £8.50

Competition static distributor. £13
Competition 12-piece drive couplings. Each £8.25

850 cc Short race engine, Latest ribbed block, destroyed crank. Pistons for use with oversize inlet and exhaust valves. All lightened and fully balanced. £145

850 cc Race cylinder head, Fully gas-flowed, reshaped combustion chambers, assembled with inlet/exhaust valves and high performance springs. £70

Twin 400COE Weber carburettors on race inlet/exhaust manifold. Jetted to suit 1000 cc or 850 cc engines. Complete with throttle linkage and fuel lines. £100

Induction air box. To fit twin 400COE Webers. £18

Anti-roll bar. Complete fitting instructions. £8

Race gears. Straight cut gear ratios to customers' requirements on exchange, third and fourth gears. £35

Race Suspension Kit. Four uprated springs, Armstrong dampers with adjustable platforms. Koni dampers re-rated to our specification. Rose jointed front roll bar. £85

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Brabham BT41 for Gerber

1972 Formula Ford World Champion Johnny Gerber will be driving the works Formula 3 Brabham BT41 in all John Player Championship rounds this year and selected British and Continental meetings. The Mexican will again be sponsored by Ippokampos, and the car, although entered by Motor Racing Developments, will appear in Ippokampos' familiar green and white colours.

Bernie Ecclestone has done a deal with Holbay for the use of their engines while further trade support has yet to be tied up. Gordon Palmer will run the outfit on behalf of Brabham, the car being based at the works. Gerber tried the car at Vallelunga last year and spoke very highly of it. The Brabham's only appearance in this country was at Brands Hatch earlier this month, when, in the hands of Tony Trimmer, it was sidelined with engine problems. Gerber's first race will be at the International Trophy at Silverstone and if all goes well this year Gerber will make his much publicised move into Formula 2 next year.

It is almost certain that two other new BT41s will appear in the hands of customers at Silverstone, for Australian Richard Knight and a well-known Irish F3 competitor.

BT38's FB win

Andreas de Adamich won a one-off Formula B race at a new circuit at Carracas in Venezuela last week. Driving a Fred Opert entered ex-Rondel Brabham BT38-Hart he comfortably beat the Chevron B18s of Messrs Leibich and Dennet. Another ex-Rondel BT38 was fourth in the hands of a man called O'Connor while Mike Hall was fifth in a new BT40. All cars used Brian Hart twin cam engines.

Vallelunga incidents

Poor Mike Hallwood is still in the wars! After his frightening Formula 1 accidents at Kyalami and Brands Hatch, he was the victim of yet another shunt at Vallelunga last weekend.

But this time Mike was in the passenger seat being driven by journalist Eoin Young when their road car was involved in a collision with a local. There were no injuries, but Young's comment was, "I'm not travelling with Hallwood again! He's accident-prone."

It was an unlucky weekend for the Gulf Research Racing team. Brian Dunn, the assistant team manager, was driving a couple of mechanics back to their hotel when his car hit a concrete block in the road. Brian was cut about the chin, mechanic Alan Hearn broke an arm and the car was practically a write-off.

Singapore G.P.

Singapore Grand Prix organiser S. T. Ratnam was in London last week finalising details for various entries for the race there over the Easter weekend. The GP, the biggest sports event of the year in Asia, has a prize fund of some US\$200,000 with US\$4000 going to the winner.

Now in its 11th year, the event has attracted Australian Vern Schuppan and Singapore's Sonny Rajah from Britain, Graeme Lawrence and Ken Smith from New Zealand, John Macdonald from Hong Kong, Leo Geoghegan, Max Stewart, Malcolm Ramsey and probably Gary Cooper, Bob Muir and Kevin Bartlett from Australia, Japanese representatives and the Formula B champions from Canada (Brian Robinson) and the USA (Chuck Sarich). The event is being sponsored by Singapore Airlines, the official carriers. The main event is for 1600 cc single-seaters, and will be run over the 3.1-mile Thomson road circuit.

Le Mans weekend

Practice takes place for the Le Mans 24 Hours this weekend and in the same weekend is the now traditional 4 Hour race. Those taking the opportunity to practise for the big race include works entries from Gulf Mirage, Matra and Ferrari. However none of these teams are entered for the 4 Hour race. Others to take advantage of the practising only include the 3-litre Ligier JS2, two works Porsche Carreras, Erwin Kremer's Porsche Carrera, and the works Group 2 Fords and BMWs.

The 4 Hour race, however, is still well-supported. In the Group 5 class, are the 3-litre Lola T282, for Jean-Louis Lafosse/Hughes de Flerland and François Migault, Christian Poirot's Porsche 908/3, a 2-litre Lola T282 for Gerard Larrousse/Herve Bayard, three Gracs and two Chevron B23s, one for Juncadella and the other for Uriarte/Robinson/le Guellec.

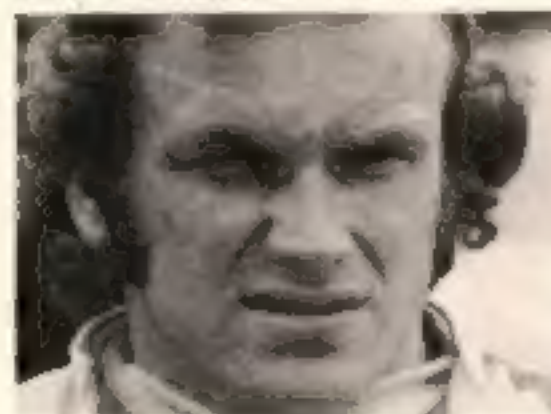
The Group 4 class sees the competition debut of the Maserati Bora and this works 4.9 litre AM117 will be driven by François Migault. JCB will be running their Ferrari Daytona for Graham Hill/Wills Green/Neil Corner and Pozzi and NART are entering one Daytona each in the 4 Hours. There are three de Tomaso Panteras, one for Jean-Vinatie/Guy Chasseuil, two Corvettes, one shared by Henri Gerder/Marie-Claude Beaumont. Numerous Porsches complete the G4 entry while three uncompetitive G3 cars are also entered.

John Watson is making a rapid recovery following his nasty accident at the Brands Hatch Race of Champions meeting. It is expected that he will be allowed out of hospital at the end of this week, after his broken leg has been plated. After physiotherapy treatment, John hopes to be racing at Thruxton on Easter Monday.

BRIEFLY

● Scotsman Tom Walkinshaw will have a new GRD F2 car to do the European Championship this year. Originally he was to have had a March-BMW entered by John Stanton, however the deal fell through and Mike Warner confirmed last week that a 273 was being built for Walkinshaw. Tom in fact was due to drive the DART F2 car at Mallory Park but unfortunately shunted it during private practice. The car will use David Wood's BDA engine and be entered by David Wood Engineering racing for Ford.

Tom Walkinshaw—F2 GRD.



● Jean-Pierre Jarier shattered the unofficial Goodwood F2 lap record last week when he took his F2 STP March-BMW round in 1 m 10.8 s which is the first time the 1 m 11 s barrier has been broken at the circuit in F2. However, the confident Frenchman is convinced that by the end of the year he will have sliced another second off that time. He is currently trying to work himself up to taking the first part of St Marys flat out.

Yesterday (Wednesday) he was due to give the revised 721G F1 car with deformable structures its first outing at Goodwood.

● We did James Hunt a gross injustice in a caption in the Race of Champions story last week, saying he was being lapped by Jean-Pierre Beltoise. At no time in his great drive into third place did he come anywhere near to being lapped.

● JM Racing Developments run by Martin Murphy from 15 Wolsey Mews, London, NW5, will be offering the new Ibc clubmans engine for sale this year and Formula Ford engines. In addition they will offer rebuilding facilities for F3 and Atlantic engines.

● Clubmans driver Terry Cockerell, who drives a U2 Mk 11B entered by Lassman A. E. Ltd, will be sponsored this year by Clouds Studio, a London design group. The car, which is painted in a striking blue and white, will contest the Tricentrol championship and any Shell rounds which don't clash.

● Interserie gets underway this weekend with the first round of this big sports car championship at the Nürburgring, where highlight of the entry will be CanAm champion George Follmer at the wheel of the latest Porsche 917-10 turbocharged. The first round of the European GT Championship takes place at the same venue as does a lucrative Formula 3 race which has enticed Britishers Tony Brise and Russell Wood making the trip to Germany.

● The libre race at the opening Kirkistown meeting this Saturday promises exciting racing. Listed for the 20-lap event are Nelson Todd in the ex-Brian Nelson Crosslé-Vega 22F; Patsy McGarity with the ex-Williamson March 722 (with Racing Services motor); Roy Courtney in the ex-Coombs March 722 (with Hart engine); Tomy Reid's up-dated Brabham BT38 with Vega power; and Ken Fildes' Crosslé-Vega 22F. In the 1600 cc clubmen's race are two former stock car champions, Morris Stirling (Brabham BT23C) and Alistair Jackson with the ex-Scarratt British championship-winning BT15. First race in this 500 MRCI event is at 3 pm.

● Tony Trimmer will be replacing Gifs van Lennep in the Shellsport Luxembourg F5000 Lola team at Mallory Park this weekend. Van Lennep will be driving a Martini-Porsche at the Nürburgring.

● At a meeting of the Interserie Association on March 10 the structure of Association was changed to give a smoother running of the administrative work and its affairs in general. The president, vice-presidents, secretary and permanent officer have been replaced by a chairman (Pierre Aumonier), vice-chairman (Herbert Schmitz), treasurer (Hans Wehner) and promoter (Gerhard Haerle).

● Gerry Birrell has been awarded the Jim Clark Trophy by the Royal Scottish Automobile Club in recognition of his performances in international motor racing. The award, made annually as appropriate, goes to the Scottish driver who has contributed most to motor sport in the year.

One of the Goodyear tyres which gave the Ferrari sports cars so much trouble at Vallelunga last weekend due to chunking.



● Dave Walker had the plaster removed from his broken leg last weekend and is currently undergoing physiotherapy to get the strength back. Mike Warner does not think that he will be racing until the Easter Thruxton meeting, however, Warner also confirmed that no one else will be put into the F2 DART-GRD for the Hockenheim and Nürburgring races. Works development engineer Derek Wilde and chief mechanic Alistair Dimmock will be looking after Roger Williamson's car at the two German races.

ALL YOUR WEEKEND SPORT

MALLORY PARK

Fabulous F5000 entry —
packed supporting races

Gethin, Scheckter, McRae, Hobbs — four of the big names appearing in this Sunday's Rothmans Formula 5000 Championship race at Mallory Park.

Following his victory double at the Race of Champions, Peter Gethin's Chevron B24 is firm favourite for the 50 lap race, but what a line-up he has to contend with: Jody Scheckter in Sid Taylor's Trojan, Graham McRae's Iberia McRae, David Hobbs and Brett Lunger in Hogan Lola T330s, Tom Belso and Tony Trimmer in Shell Luxembourg Lolas, Keith Holland's Trojan, Steve Thompson's Chevron, Alan Rollinson's McRae, John Gunn's March, Tony Dean's Chevron and Guy Edwards' Lola. A new car among the near 30 car entry which will be qualifying for the 20 places on the grid, will be the New-Zealand built Begg for David Oxton, who went well in British FF last year.

There's a good programme of supporting races. So good in the BP Formula Atlantic and BOC Formula Ford Championship races that qualifying is necessary for those to get on to the starting grid. There's sports and

saloon action too, with qualifying rounds in the MCD special saloon and the STP production sports championships.

But it's the F5000s, which should provide the action on the 1.35 mile Mallory circuit, situated near Hinckley, Leics. Admission is £1 (children, 30p) with an additional 50p for stand seats and paddock entrance.

The action starts at 2.30 pm.

OULTON PARK

Excellent championship
meeting — emphasis
on production racing

Fans of the racing of road-going machinery should make a point to go to Oulton Park this Saturday, with a Castrol production saloon and STP production sports race.

Oulton could be just the place for an upset in the Castrol production saloon honours and all the favourites are entered. Richard Lloyd's Camaro could well have a tricky time against the 3-litre BMWs of Tony Lanfranchi and Roger Bell—these three have shared the wins of all production saloon races so far held this year, so the outcome should be between any of these three. But don't let's forget the 3-litre Capris of Gordon Spice, Mike Crabtree, Tony Shaw and Brian Cutting or the 2-litre Alfa GTVs of Stan Clark and John Handley.

As always, the class battles should be well worth watching, particularly between the Firenzas of Tim Stock, Barrie Williams and Denis Thorne and Allan Wilkinson's Mexico and Ian Ashley's Hillman Hunter GLS.

Porsche should dominate the road-going sports car race. Favourite is Nick Faure's Porsche Carrera but there's another example of the same car for the spectacular Chris Meek and local ace Alan Minshaw has a 911E. There's lots of variety in the other classes—watch out for Julien Stock's Europe Special, Shaun Jackson's Triumph TR6 and if the Clan Crusader is allowed to start owing to its eligibility problems, there's four of these pretty cars entered.

There's a fantastic entry for the Shellsport clubmen's formula race. Watch out for a great battle between Noel Stanbury (Gryphon), the U2s of Vernon Davies and Richard Mallock, Barry Foley (St Bruno), Richard Cresswell (Phantom) and Rob Cochran (Bladen), and in the 1-litre class, there's an equally good field.

Other races are two special saloon 10 lappers, a FF race and a formule libre event. There could be quite a dice in the saloon events with Brian Cutting's Escort Martin, Millington's Firenza, Escorts for Myerscough, Stuart Turner and Tony Sugden, and John Chappel's Cooper S. Formula Ford favourites are Richard Hawkins and Mike Chittenden.

With the new spectator bankings, Oulton is a much better viewing circuit so make a point of seeing this Saturday's meeting. The circuit is situated near Tarporley, Cheshire and the entertainment gets underway at 2 pm.

SNETTERTON

F3 main attraction —
other championship races

Formula 3 circus moves to Snetterton on Sunday for the main event of the programme in the Norfolk circuit's first meeting of the season, a round in the Forward Trust Championship. Snetterton provides good Formula 3 battles and Sunday's race promises to be no exception. Favourites are Alan Jones (GRD), Ian Taylor (March), both of whom have scored F3 wins this year, while Mike Wilds and Mo Harness have Ensigns.

There are two races in the Forward Trust special saloon championship and favourite must be our old friend Gerry Marshall, back at the wheel of the Blydenstein Firenza. John Turner's Escort may give him a run for his money and among the many other entries, watch out for Les Nash's G2 Imp, in the 1-litre class. Jeremy Lord's Lola will be out for another win in the Castrol/MN sports GT race, but perhaps Lol Hopkins will have

his CanAm BRM running properly on this occasion to challenge the Lola. Two Formula Ford races complete the programme and Patrick Neve's Shellsport Merlyn starts favourite.

Snetterton is near Thetford on the A11 and the six race programme starts at 2.30 pm. Admission is 70p.

SILVERSTONE

Saloon and sports
programme

Will the Elans beat the Tuscan at Silverstone this Sunday? In the Blue Circle modsports qualifying round, the incredibly fast Elans of Jon Fletcher and John Evans will be out to challenge Hough's Tuscan for overall victory, and from the reserve list, comes Harry Phillips' 7-litre Corvette Stingray.

Modsports opens the six race programme at Silverstone this Sunday. The other big race is the Britax production saloon race which is in two parts and the entry list is almost identical to that which appears at Oulton on Saturday. Major addition is Bernard Unett's Avenger.

The special saloon race includes Mick Hill's Boss Capri, Hazelwood's Daf 85, Cutting's Escort Martin and Strawson's Falcon so should give plenty of excitement and a FF and Super Vee race completes the programme.

First race starts at 2.45 pm.

● Club racing takes place at Brands Hatch (starting at 2.30 pm) and at Llandow (2 pm) this Sunday, and on the same day is the first round in the Castrol/BARC hillclimb series. For more details, see Sports Extra.

INTERNATIONAL DIARY

April 1
Nurburgring 500 km, Germany (European Championship for Grand Touring Cars, round 1 and Intercontinental, round 1); Amstel-Draculagan, France (European Hillclimb Championship, round 1); Mallory Park, England (Rothmans F5000 championship, round 2); Le Mans, France (practice for 24 hrs. Le Mans 4 hrs); Atlanta 500, United States (NASCAR).
April 6/7
Firenza Rally, Spain (European Rally Championship for Drivers, round 4).
April 7
Silverstone, England (Rothmans F5000 championship, round 3).

CATCHPOLE

By Barry Foley

... APPARENTLY IT'S CALLED...



'EPSTEIN'S THEORY OF
RELATIVITY' AND IT GOES
LIKE THIS...



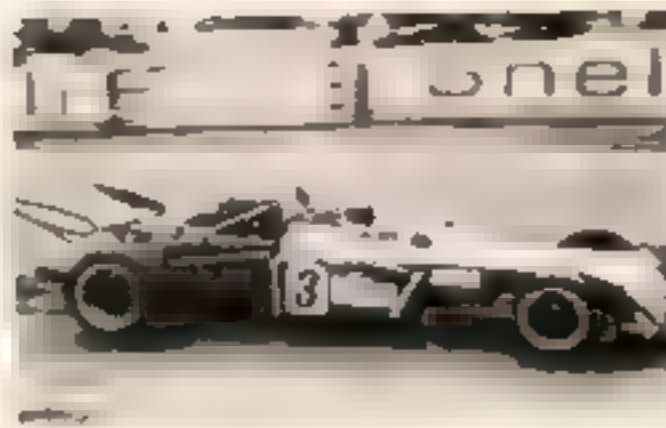
"THE RIGHT ANGLE OF APPROACH
IS DIRECTLY PROPORTIONAL...



... TO THE SUM OF THE START
MONEY COMED FROM THE SQUARE."



Shell SPORT news 2



A Great Day for Formula 5000

SHELLSPORT LUXEMBOURG Team finish 3rd, 5th, and 8th.

The 1973 Race of Champions will only be remembered as the day Formula 5000 made history when Peter Gethin triumphed over the Formula 1 opposition to win the race outright. The SHELLSPORT LUXEMBOURG Team cars of Tom Bello, Clive Santo and Guy Van Lennep finished 3rd, 5th, and 8th respectively in the Formula 5000 category. The 2 Lotus were only ready a few days before the meeting, they were desperately short of practice. Tom

having only 10 laps before his very first drive in Formula 5000 and Guy's only a few more in a completely new car. Making their performances all the more creditable with Guy almost certainly losing a half of practice due to a pit stop late practice. Clive Santo driving the Surtees, coped admirably with the problem of sorting out the handling after having a wheel knocked off on the first lap of the Rothmans race the day before.

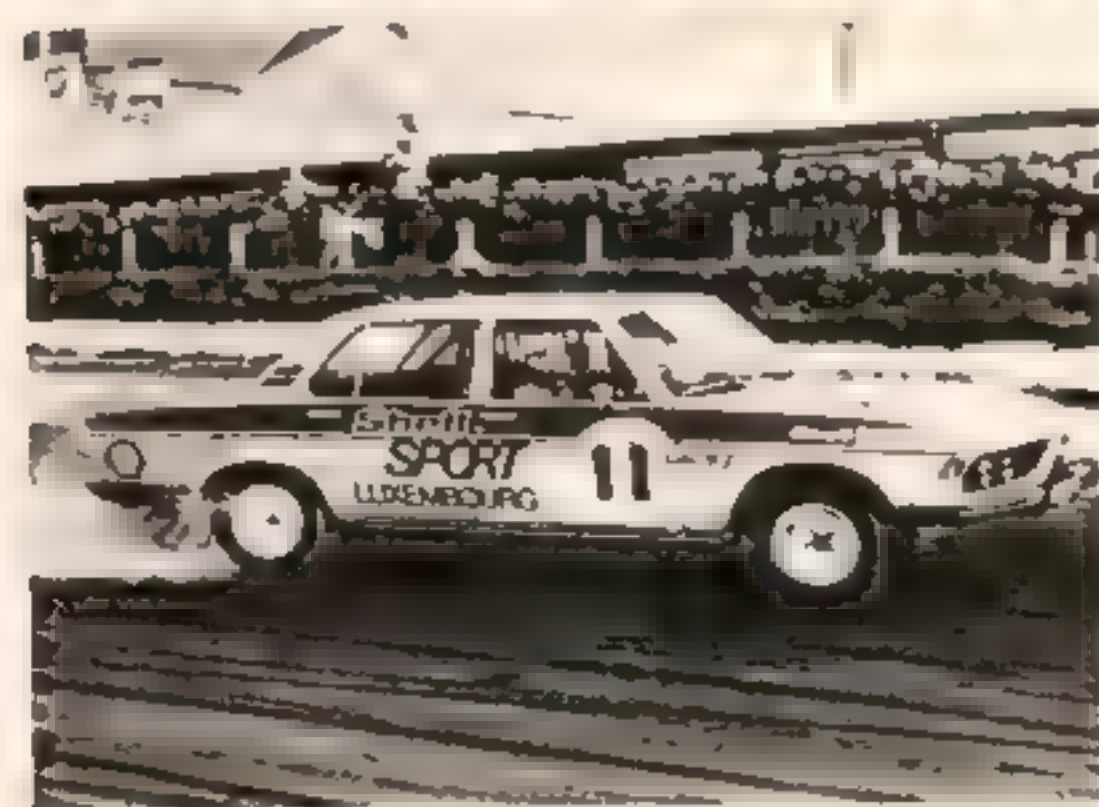
SHELLSPORT LUXEMBOURG drivers Clive Santo and Tom Bello recording their experiences of the race for Radio Luxembourg. It is expected that these on the spot comments immediately after each race will become a feature of the station's weekly motor racing programme during the season.



STOP PRESS

SHELLSPORT Withers of Winstard Avenue, GT driven by Colin Malkin and Barry Hughes. Only British crew to finish in TAP Rally and winners of the GT class. Peter Cocke and Vernon Davies lead 'up to 1000 cc' and 1001 to 1600 cc classes respectively after the first round of the SHELLSPORT Cut me a Champion ship.

Lanfranchi hits the winning trail.



Smoking off the line at Mallory Park in the SHELLSPORT LUXEMBOURG BMW 30 S is SHELLSPORT driver Tony Lanfranchi who followed his second place at Mallory with a win at Silverstone to put him firmly into the lead in the Group 1 Championship. Tony also leads the Britax championship in the Moskovich (running on Shell of course), with a total of four wins already this season. He already has the SHELLSPORT Star Award which will be presented at the end of the season to the driver scoring the highest number of victories running on Shell Super Multi grade Oil.



The 20/50 that's safer to race and rally with

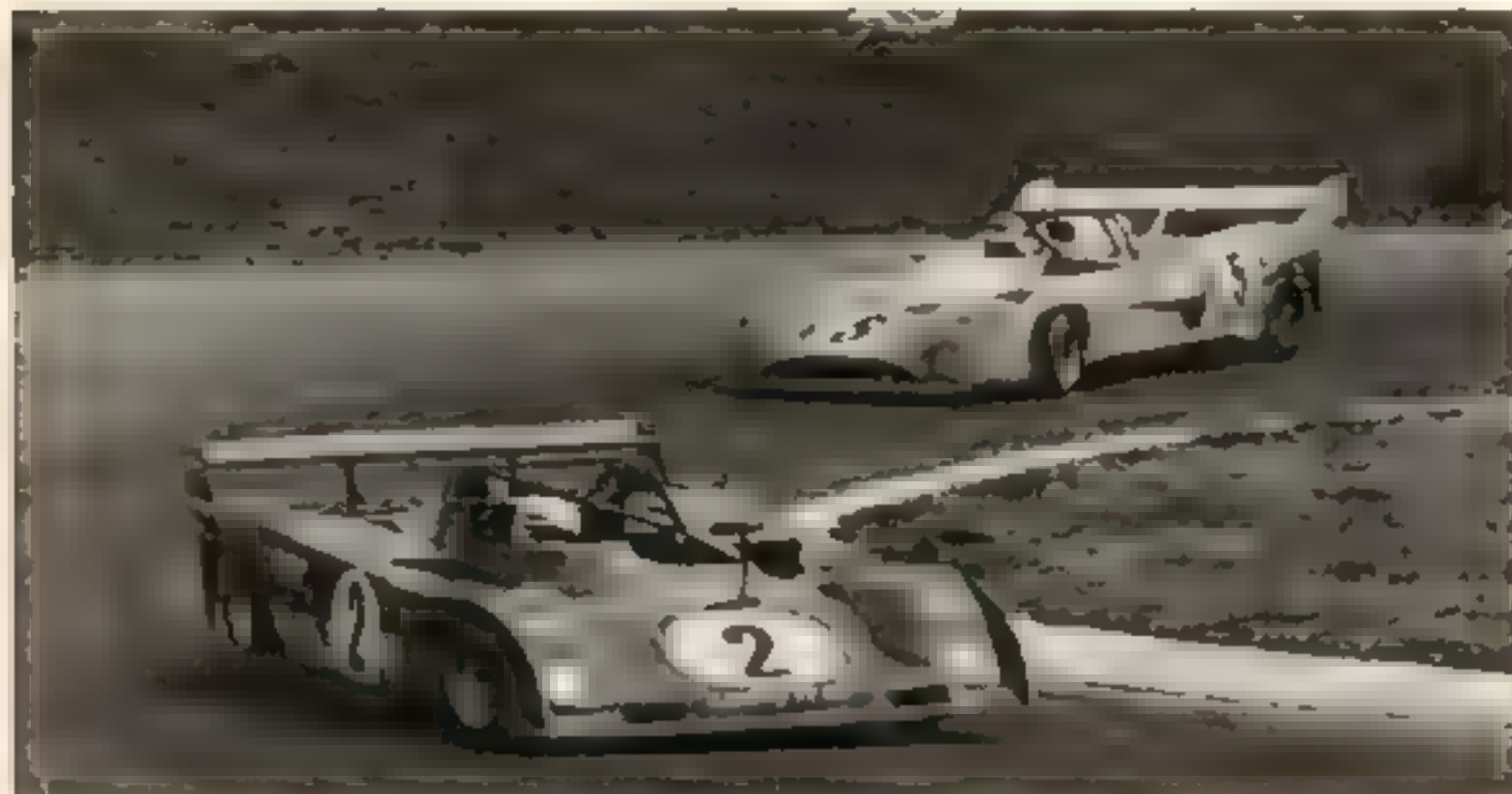
Shock result: second blood to Matra

Story and pictures by JEFF HUTCHINSON

The Romans came to see their beloved Ferrari champions repeat their conquering performances of last year, but went home with long faces as the all blue French team of Equipe Matra stole the show. Gerard Larrousse/Henri Pescarolo and François Cevert took their Matra-Simca 670 to a fine 60 s win, Cevert joining the other two to take the car over the line having led the first half of the race by three laps before his own car expired with engine trouble.

Matra's win was less than a lap after six hours racing, in which Ferrari's only real problem was chunking rubber, big lumps coming off the front left hand tyre as severe understeer accentuated by post practice adjustments, developed in the race. Ferrari took the next three places behind the Matra. Both Gulf-Mirage failed to finish, Bell/Ganley after an accident and Hallwood/Schuppen after clutch trouble while lying third.

The Jöst/Casoni Porsche picked up fifth after a steady drive while the troubled Gilane Lola T282 of Reine Wisell/Jean Louis Lafosse picked up its first championship points with a sixth place. After two rounds the points position now reads Ferrari, 30; Porsche, 24; Chevrolet, 12; Lola, 6.



Merzario's Ferrari leads the winning Matra driven by Henri Pescarolo.

As a venue for round two of this year's manufacturers' championship Vailalunga did not prove to be a popular one amongst the teams, but as most of them had given the Daytona 24 Hour race a miss, the entry was quite strong. The reason for the circuit's unpopularity was the fact that other than a long fast outward leg the majority of the corners are jammed into a tight Scalextric type infield section that's really hard on the driver's neck muscles, arms and concentration as they try to feed 450 bhp on to the track in a smooth yet quick fashion. Combined with the natural hardships of the track, the big problem faced by the faster 3-litre cars is the slower traffic which becomes almost impossible to pass.

A stiff minimum qualifying time was the only way to weed out the more likely "blockers." This ended up at 1 m 23.6 s which was around 14 s off the quickest cars and left little room for any local heroes or GT cars, the only GT cars to qualify being the pair of Martini Porsche Carreras and a third private one.

ENTRY

Although small, the entry was a good one and for the first time since the introduction of the 3-litre limit there were four competitive works teams represented: Matra, Ferrari, Gulf-Mirage and Lola. The one

notable exception was Alfa Romeo who despite having rumoured the appearance of their new flat 12 powered car for nearly a year still did not turn up, although the car has been doing extensive testing and is said to be going well. The official reason was "strikes at the factory" for its absence although by now this is a bit of a well-worn excuse.

As far as the Italians were concerned the only serious entries were last year's all-conquering Ferrari team which despite stating big cuts in their racing programme this year arrived with three beautifully turned out 312Ps, rebuilt and modified versions of last year's cars with longer chassis as run at Kyalami back in November. One car, however, was different, that of team stars Jacky Ickx and Brian Redman whose car was fitted with inboard rear brakes. Redman had been doing extensive testing with both types of braking system and found little difference, "perhaps the inboard ones are just a little better" he said. The two remaining cars were entrusted to Ferrari's new pair Carlos Pace and Carlos Reutemann who were paired with last year's regulars Arturo Merzario and Tim Schenken. Winter tuning had been carried out by the engine department and drivers were given a new rev limit of 11,500 rpm, much the same as the GP engines. Mods to the exhaust system in search of a greater torque range made a



noticeable difference to the exhaust note and the engines seemed to lose their scream. New air rams mounted under the rollover bar also made a slight improvement to performance.

Making up for any loss of noise from the Ferrari, however, were the pair of works Matras, last year's Le Mans-entered 870s, one of which had also been run at the Daytona 24 Hours. Both cars were fitted with the 475 hp at 11,200 rpm GP engines, although the number one car for Jean-Pierre Beltoise/François Cevert varied slightly from the second car for Gerard Larrousse/Henri Pescarolo. The first car was around 20 kilos lighter than the other, most of this weight saving due to the use of a Hewland gearbox instead of the usual ZF, while a slight reduction was also made because of a shorter, stubbler nose section compared with the Daytona set-up on the second car. In terms of time the lighter car appeared to be around 1 s a lap quicker during private testing.

Gulf-Mirage spent several days tyre testing for this race and had the chance to try and discover a few more new things. Since all the Daytona clutch release bearing problems a new method was devised and gave no trouble during tests. After tests at Vailalunga it was decided that this would not be the circuit for a V12 engine (which was giving an oil pump problem anyway), so the team arrived with two DFV V8-powered cars, the Derek Bell/Howden Ganley car a brand new chassis (no 5), the other car (no 4) being for the usual driver Mike Hallwood partnered for this race by Vera Schuppen replacing the injured John Watson. Other than a few laps in the BRM CanAm car last year, this was Schuppen's first attempt at sports car racing.

The Gilane Lola team was better prepared for this race than in Daytona, Mike Parkes now managing the team, while Bob Marston of Lola was on hand to help sort the largely unsorted car. Unfortunately the team still had but one DFV motor, so drivers Reine Wisell and Jean Louis Lafosse had to be extra careful, at least until the two additional engines arrive in time for Dijon. A stronger rear wing and mounting had been made to prevent the folding-up problems of Daytona; otherwise the car was much the same.

Completing the 3-litre section of the entry was the familiar Porsche 908/3 of Reinhold Jöst/Mario Casoni, the car looking as neat as ever and well prepared despite its fire and bottoming problems at Daytona. The same appearance could hardly be said of the Spanish-run 908/3 of Juan Fernandez/Claude Haldi, the car looking much the same at each of its odd outings, only this time its old Gulf colours had been changed for a delicate shade of primrose yellow.

Alfa's only representation came from the Brescia Corse-entered ex-works Alfa Romeo T33T driven by Carlo Facetti and "Pam," the car of course powered by a V8 engine and still wearing its Alfa colours. It was amazing how out of date this car looked, and it was only little more than a year old.

A fairly strong, but mostly Italian, 2-litre field made up the remainder of the prototype entry, the only British runners being a pair



Derek Bell comes up to lap the Pollmer/Kauhsen Porsche, with the Howlings/Kaye/Hine Chevron in the background.

of Chevrons. Bob Howlings entered the ex-Red Rose Racing Chevron B21 for himself and the ex-Red Rose driver John Hine who hopes to stay with Bob Howlings for the rest of the year and compete in the 2-litre Championship if possible. A third driver for this car was hillclimber/mechanic Peter Kaye who had not driven in circuit races for three years and was a bit apprehensive about the idea. The second British entry was the similar B21 of Trevor Twaites who once again had Brendan McInerney helping him out with the driving. Of the better-known Italian drivers "Pooky" and Giancarlo Gagliardi shared a Brescia Corse entered Lola T290.

The latest sports car from the AMS equipage called the AMS 273 and powered by an alloy Hart engine was being driven by Carlo Zuccoli and Franco Cerulli Irelli and one could not help feeling that this rather nice looking compact little 2-litre sports car that looked rather like a Lola at the back end might be used to greater advantage by other drivers. Four more Chevron variants were of local entry.

The only G4 runners to qualify out of a group of Panteras, Daytonas, etc. were the three new Porsche Carreras entered, two of them being the racing debut of the Martini sponsored team with no less a driver than CanAm Champion George Follmer partnered with Willi Kauhsen and Gys van Lennep with Herbert Müller.

The 911s were running their homologated G4 trim and so did not have the advantage of some improved suspension parts and bigger engines shared by the Daytona winning car which ran as a prototype. The drivers were not too happy with the way the cars were handling, but apparently new uprights and other suspension mods are in the pipeline once they have been homologated on April 1. Certainly the cars did not look as impressive on the track as the ones in America, wheels lifting at the first sign of a corner. Besides these problems the team looked as one would expect with David Yorke's influence—like the 917 operation only on a smaller scale. A similar "customer" Carreras of Swiss pair Bernard Chenevère and the lesser known Paul Zbinden completed the 22-car field which although small looked like promising an exciting race.

PRACTICE

Official practice consisted of 2½ hours on Friday and Saturday, while another untimed checking thrash was requested by the entrants for race morning. Thursday had seen Matra testing privately and rumours of sub-10 s times were strong despite the fact that neither Ferrari nor Mirage had looked like breaking 1 m 10 s in earlier practice.

Rumours became fact as early as Friday afternoon when François Cevert brought in his Matra having set a 1 m 8.55 s which was good enough to take pole position there

and then, Beltoise hardly tried the car complaining of an uncomfortable driving position. Seats were made and remade and he tried again all day Saturday while Cevert took things easy. Beltoise was still not happy at the end, but one had the feeling that he would have been more comfortable had he gone quicker for his best was a 1 m 10.52 s and he never seemed to have things all together, unlike Cevert.

Ferrari men looked with disbelief, but try as they may they could not get anywhere near the times of the leading Matra. Changes to suspension settings, wheel sizes, tyres, springs, roll bars, canbers, spoilers on the front and rear, and drivers were all tried to get near the Matra, but nothing seemed to bring the times any lower except perhaps the use of 15 in diameter rear wheels instead of the usual 13 in. The two-inch less wall depth made a big difference according to the Scuderia, although the team's quickest driver in practice, Brian Redman with a 1 m 10.2 s set on the 15in wheels on Friday, thought the advantage was marginal. Matra had also chosen this size, and so the shortage of available 15 in Goodyear tyres for both teams gave Ferrari a face save at home (the Schenken Reutemann 312 raced on 13 inchers), although most of the drivers were ready to admit that at this race, this time with these cars, Matra had the edge on handling. The engines seemed evenly matched.

Cevert was also very switched on and demonstrated his car's superiority admirably during practice with lap after lap of beautifully controlled power slides out of the corners. The same effort from the Ferrari men brought tail-wagging and arm-waving and far less acceleration out of the corners, a state which nothing seemed to cure. That was the startling story of practice for the confident Ferrari team.

Pescarolo set third best time with a 1 m 10.23 s with Pace getting the second best Ferrari time of 1 m 10.26 s to complete the second row of the two-two grid. Reutemann did a 1 m 10.82 s to complete the Ferrari trio. (Matra's own timekeeper thought both of her cars should have been on the front row but the team decided not to make an issue of it.)

Guff were not having an easy time of things, the problems being much the same as Ferrari's. Try as he may Bell could not break 1 m 11.0 s and ended up with a best of 1 m 11.15 s after spending nearly the whole two days of practice in the car trying to get it to handle better. Things were not too bright-looking with the Hailwood/Schuppan car, for Hailwood had only managed a few laps when a doughnut drive bolt broke, of all things. Another was not forthcoming from England until the following day and it was not until late on that day that he got out in the car, setting a creditable 1 m 12.49 s. The motor had also decided to develop a misfire, which was never really cured until just before the race when three

faulty injectors were discovered.

Similar troubles beset the Wisell/Lafosse Lola. A broken rear roll bar mounting resulted in a lot of wasted time and effort with wing compensators for the resultant bad handling before this was discovered. All day Saturday was spent as a further sorting session while a misfiring engine also had to be cured, a fault thought to originate from the wiring. Thus like Hailwood, the Lola's time was not its best and 1 m 12.71 s was quite good in the circumstances.

Jost/Casoni missed most of the first day changing gear ratios and it was not until they got a harder set of tyres on Saturday that they found some speed with an inside fifth row time of 1 m 13.18 s. A broken driveshaft put the Facetti Alfa out most of Friday, but on Saturday Facetti set a creditable 1 m 13.24 s, the last of the competitive 3-litre runners.

The fastest 2-litre driver was not surprisingly John Hine with 1 m 16.55 s although his own team clocked him below 1 m 16 s. Although in his case it made little difference this was typical of a lot of similar complaints. Hine in the same car at last year's 2-litre race had been quicker with 1900 cc; the small 1800 cc engine accounted for most of the discrepancy this time, he felt. Twaites' problems were even greater for he had just spent well over £1,000 having an engine updated to 1900 spec only to find the valve timing out after half a lap, all the valves tying themselves up with the pistons. Fortunately an old spare 1800 cc engine was available and this was fitted for Saturday's practice. He was further hampered by a broken fuel line which stranded the car out on the circuit for most of practice. The last car to qualify below the 1 m 23 s minimum was the Follmer/Kauhsen Porsche which was credited with a 1 m 23.0 s; obviously with team mate van Lennep given a 1 m 17.8 s this time was bogus, but as nobody important got left off the grid nobody seemed to worry too much about the accuracy of the timekeepers.

RACE

John Redman Ferrari 312P 1:10.02	Beltoise Cevert Matra Simca 870 1:4.55
Mario Pace Ferrari 312P 1:10.26	Mario Andretti Matra Simca 870 1:10.82
Brian Redman Gulf M 900 Mk 1:11.15	Schenken/Reutemann Ferrari 312P 1:11.92
Walter Lufosse Lola Ford T290 1:12.71	Herbert Schuppan Gulf Mirage Mk 1:12.49
Pam J. Facetti Alfa Romeo 33/TT3 1:13.24	John Casoni Porsche 908/3 1:13.18
Pooky J. Gagliardi Lola T290 1:14.74	Howling/Kaye/Hine Chevron B19/21 1:16.55
Tony J. Mandi Chevron B23 1:17.23	Cornel Fel Zucco AMS 273 1:18.93
Mario Fernandez Porsche 908 J 1:17.53	van Lennep/Müller Porsche Carrera RS 1:17.18
Amphicar J. Capuano Chevron B23 1:19.08	Mario J. Nesti Chevron B21 1:19.66
Chenevère/Zbinden Porsche Carrera RS 1:19.04	Twaites McInerney Chevron B21/23 1:20.43
Tomasz Gubnapiec Chevron B23 1:23.37	Follmer/Kauhsen Porsche Carrera RS 1:23.02

Despite the early 11 am Sunday start, by 9 am local farmers found their fields yielding the best crop of the year as they took money off the hundreds of car owners looking for a place to park. The main stands and surrounding hills around the circuit were almost filled to capacity as the chanting Italians cheered away the three Ferraris on their warm-up lap. The sun was just beginning to break through the overcast sky and it looked like being a warmer day than either of the practice days.

The race being the "Trofeo Marlboro" a Marlboro Porsche 911S (driven by Clay Regazzoni, his right hand well bandaged still, but looking otherwise hale and hearty)

led the 22 car field around for the rolling start. The cars came cleanly to the line as the flag was dropped and the race was on. All 22 rushed away side by side and were soon all out of sight behind the large hill that separates the fast outward leg from the pits, control area and main spectator areas. As can only happen in Italy the atmosphere of this first lap was electrifying, the tension broken in a fantastic roar as Ickx led into the twisty infield section just a few yards clear of Cevert, Merzario, Pescarolo, Schenken, Bell, Hallwood and Wisell before a slight break in the line to Facetti and Jöst.

Behind, things looked nasty for a moment as Hine spun on the fast left hander coming back toward the infield section as he tried to avoid Gagliardi "who braked so early I just never expected it." He clipped the armco barrier with the front corner and had to stop for a tape-up job which cost him four laps. A later long stop to repair a broken exhaust manifold was in vain for Hawlings also spun the car and fractured the water rail.

After three or four laps the cars started to split themselves up, Ickx and Cevert still nose to tail fighting for the lead, while a short gap opened up behind to Merzario fighting off Pescarolo, while behind, Schenken was losing a little ground but managing to stay well clear of the two Mirages and the Lola who were having their own battle for sixth place. Hallwood's car was still misfiring slightly, however, and slowly Bell pulled clear leaving Hallwood to shake off the Lola. Facetti was doing a great job at baulking Jöst which lasted until lap 17 when Facetti moved over to let the leader through and let Jöst get by as well, the German instantly pulling away.

Ickx's lead had only lasted for six laps, for on lap 7 Cevert had moved ahead and was easily pulling away around a second lap, Ickx finally shooting into the pits on lap 14 to reveal the start of the Ferrari downfall, a front left tyre with great chunks missing out of it after it had run too hot, aided by severe understeer. A new tyre was fitted and Ickx returned to the same spot in the queue but a lap down now. This same stop was to be repeated after about the same length of time, Ickx rejoining just ahead of Cevert this time and giving the crowd something to cheer for even if he was now almost two laps down.

Merzario was still proving too wide for Pescarolo to pass and was hanging on to second spot while Schenken was driving alone in fourth spot keeping out of Bell's way. Hallwood had been lapped by Cevert after 30 laps, but it took the flying Frenchman another 14 laps to dispose of Bell on lap 45. Within another 10 laps Cevert was within striking distance of Schenken, whom he took around the same time as Merzario pitted closely followed by Schenken, so that by the 60 lap mark and just over an hour's racing the two Matras were holding first and second place, a lap ahead of everyone else.

All the Ferraris needed new left front rubber, while when Ickx had made his third stop before any of his team mates had stopped once, it was decided to loosen off the front roll bar in an effort to cut out the damaging understeer, and at the same time fit a replacement tail section with a flatter aerofoll angle. Redman rejoined and found the car oversteering wildly, but in typical Brian fashion he made the very best of a bad job and looked as if he might have even been enjoying himself getting the car at all angles, had he not looked so tired at the end of 80 min. During that time, though, he had laid the groundwork for the chance of their car making up the total of five laps lost so far in the pits.

The Matras made their stops last of all, Pescarolo/Larrousse taking longer when minor front nose repairs had to be patched up after a minor nudging session with another car, while Cevert's stop to hand over to JPB took over a minute. That lost half his advantage gained on the Ferraris.

The Lola had been in trouble soon after

the start with a misfire problem again, but there was worse to come when Wisell pitted early with the right rear corner sagging. The supporting frame had cracked and a lot of time was lost while a hurried makeshift wiring up job was done, the car continuing with a list to starboard which could not have helped handling too much. The Mirages had both made routine stops for fuel and fresh left tyres, their Firestones also well worn, but at least not chunking.

Inspection of the other two Ferraris' tyres following Ickx's stops prompted Ing. Cahri to call in the cars soon after their first stops and each car was again fitted with a fresh tyre and also new rear body sections which had had the wing angle lessened in order to promote a little more oversteer, and hopefully less tyre wear.

Things were looking good for the Matra team, for after Ferrari's extra stops the leading car was three laps ahead and looked pretty uncatchable. When Beltoise came in to hand over to Cevert it was not necessary to change tyres and the Matra rejoined just 40 s later.

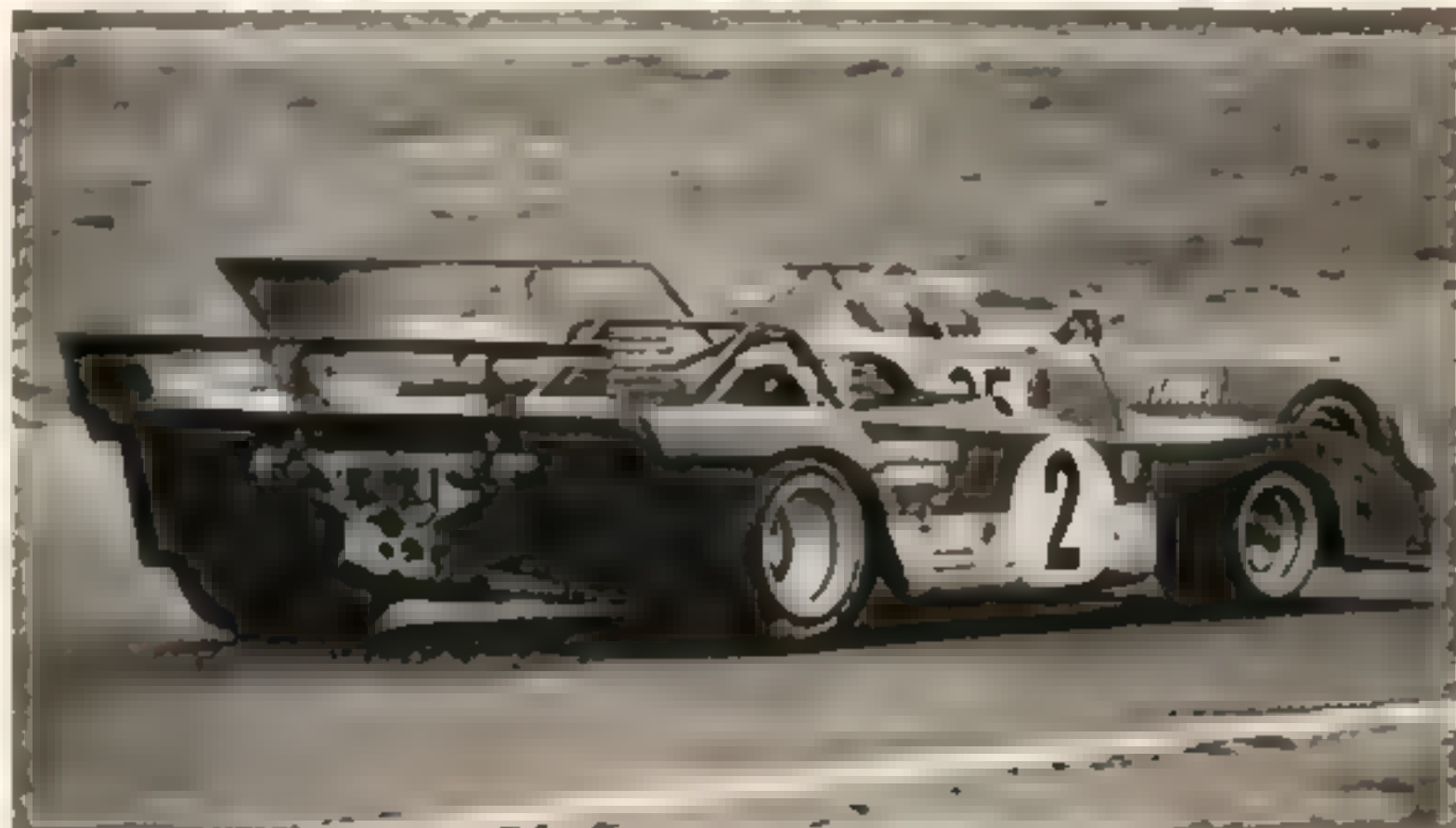
Twenty-five minutes later the race suddenly changed, heralded by a huge cheer and waving of Ferrari flags as Cevert slowed and coasted to the pits in a lot of smoke, the oil pressure having dropped way down. A quick search revealed oil all over the engine,

but after filling the oil tank he was sent out again only to lose all 15 litres of oil before the end of the lap. Matras did not even have to look if their car was coming for the scream died and the cheers from the opposite stands told them the worst: François was walking back.

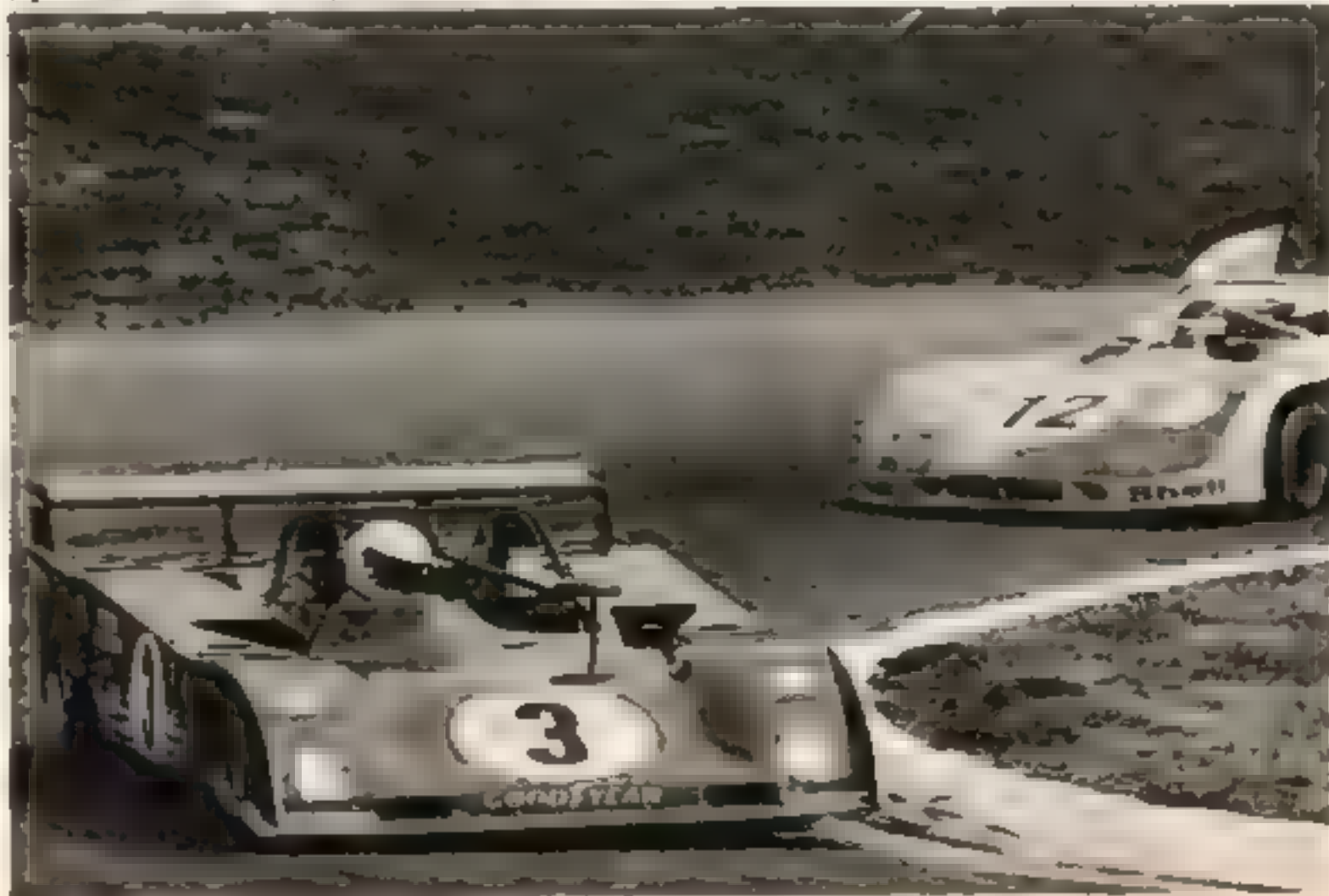
The Ganley/Bell car was also out of the race by this stage, for Ganley had been rammed amidships by a blue Chevron (there were four) and in the ensuing tangle the rear of the Mirage jumped on to the Chevron's nose which caused a broken rear upright. The pit crew spent 80 laps repairing the rear corner, but decided that it was not worth continuing after so long and the car was eventually pushed away.

Cevert's retirement had suddenly brought the race alive, for it just so happened that with all the minor problems suffered (mainly tyre changes) the first four cars no less were on the same lap with three hours already gone. Reutemann/Schenken was leading from Merzario/Pace, Hallwood/Schuppan and Pescarolo/Larrousse, while the Redman/Ickx car was now only two laps behind. Sixth was Jöst/Casoni a further three laps down with Wisell/Lafosse another 10 laps back after more rear end wiring sessions.

The other Mirage was the next to go soon after Hallwood handed over to Schuppan



Schenken's Ferrari leads the consistent Porsche of Jöst (above). Merzario comes up to lap Wisell's Lola which finished sixth (below).



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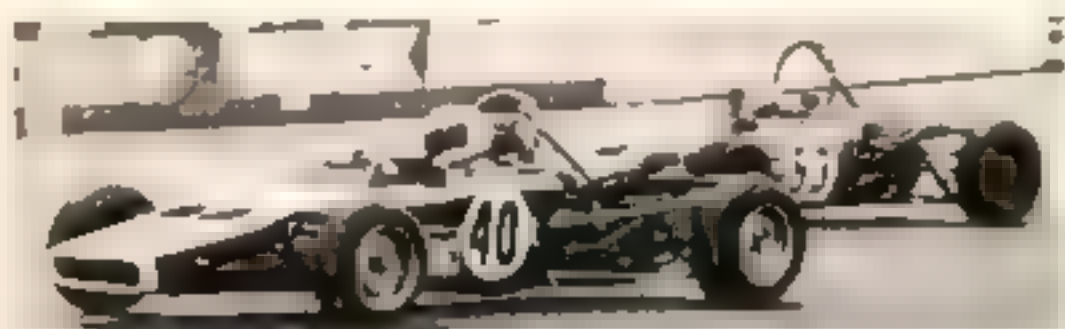
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for the second time. After a quick stop and pad check Schuppan went out having trouble to find a gear that worked, then a few laps later he had the same problem coming past the pits and finally came to rest completely a lap later at the far side of the circuit with the mechanics unable to do anything about it.

And then there were three, Pescarolo taking the lead after a well-driven stint and the Ferraris had more unscheduled stops for tyres. The wing adjustments seemed to be making little difference while the driver's style depended on wear rate. Merzario actually managing one change within ten minutes of another. After this Pace took over and Schenken also handed over to Reutemann while Cavart was sent out in place of Larrousse to try to win back the lead lost for a moment after fuel and tyre changes. Each team was scheduled to have at least one more stop before the end.

Cavart soon retook the lead and started to pull away at the rate of a second a lap from Reutemann with about 90 m to go, while Merzario's tyre stops had let Redman take third place only just under a lap behind Reutemann and closing. Things got very tense, and when Lafosse managed to baulk Reutemann for a couple of laps the crowd went fighting mad. A French elbow sign from Lafosse in response to their jeers when he stopped had them almost ready to climb the fences.

The Matra opened the gap to around 54 s with around 30 min to go and the final stops would be the most exciting part of the race. Reutemann came in first and took fuel only, leaving after just 14 s and rejoining just a few lengths in arrears of the Matra. Ten minutes later the crowd went wild again as the Matra pulled into the pit lane, fuel was added together with a new rear left tyre. The car rejoined in 40 s after a heart stopping moment when Cavart stalled the car leaving the pits. After they had both stopped the gap was still 28 s back to the Ferrari, Cavart opening up around a second a lap again.

With less than 10 m to run Reutemann's car gave a miss as it passed the pits and he called in for another quick 10 s fuel stop, losing all chance of catching the Matra which was almost a minute ahead as the chequered flag came out to a fine victory 1ckx, finishing the last stint in the second Ferrari, came home third a lap behind the Matra with Pace finishing a further lap down. There was a big gap to the Jöst/Casoli 908/3 steadily driven home to a well deserved fifth which was the best they could be expected to do in the circumstances. Wisell finished sixth, his car on seven cylinders at the end, but leaping to the line to take the first points for Lola. A last minute pit stop to change a front tyre on Gije van Lennep's car saw George Follmer/Willi Kauhsen take seventh place after a race long battle between the Martini Porsche Carreras.

It was an almost dutiful clap that greeted Cavart at the end, while hardly a whisper came from the crowd when Reutemann joined the proceedings. 1ckx got the applause when he drove up in third place, many Italians no doubt wondering why he was not sent in chase of Cavart instead of Reutemann. Afterward the always suspect timekeepers (who couldn't supply a lap-count in the results) announced that the best lap of the race was done by Tim Schenken at 1 m 0.7 s—on the sixth lap with full tanks in the worst-handling of the Ferraris. Even Tim couldn't accept that one!

Valterunga 6 Hours, Italy—March 25
World Championship for Makes, round two
1. Herr. Pace (0/Lt 0/2) La Rousse F 4000 s Cavart (3.0 Matra 870), 929.636 km, 154.939 kph
2. Tim Schenken/Carlos Reutemann (3.0 Ferrari 312P), 927.066 km
3. Jochen Eck/Brian Redman (3.0 Ferrari 312P), 926.104 km
4. Arturo Merzario/Carlo Pace (3.0 Ferrari 312P), 922.036 km
5. Reinhold Jöst/Mario Casoli (3.0 Porsche 908/3), 876.425 km
6. René Weller/Jean-Louis Lafosse (3.0 Lola DFV T282), 853.592 km
7. George Follmer/Willi Kauhsen (2.7 Porsche Carrera), 804.659 km
8. Gije van Lennep/Herbert Müller (2.7 Porsche Carrera), 803.275 km
9. Claude Haldi/Juan Fernandez (3.0 Porsche 908/3), 731.558 km 10. G. Mire-Nest 3.8 Chevron 871), 725.099 km 11. Eke Tunde-Buchapaca 3.8 Chevron 821 718.810 km 12. Trevor Twisted-Brenden Mc Nemey (1.8 Chevron 821 709.321 km
Fastest lap: Schenken, 1 m 09.7 s, 165.279 kph (outright record)

MONZA

BMW uber alles

Story and pictures by PAUL THOMPSON

The big battle for this year's European Touring Car Championship got under way at Monza last weekend and what a surprise we had in store. Ford brought three new Capri RS lightweights; BMW GmbH had three new 3.3 litre CSLs—one as a spare; Schnitzer's threat was from two of the ultra fast coupes; but the winner was the lone Alpina CSL using an old 3.0 litre engine for Brian Muir/Niki Lauda. They were underdogs from the start, but as the undeveloped new machinery from Ford and BMW fell by the wayside, the reliable Alpina car ran faultlessly.

The Cologne outfit had the edge in practice and with Jackie Stewart showing that he can drive a saloon as well as a single seater by landing pole position, Mike Kranefuss and his lads looked set to carry on where they left off last year. The new works BMW outfit with Jochen Neerpasch in charge were not too far behind, but lacked the experience of the Ford team and the threat to the latter came from a super fast CS from the Schnitzer brothers which slotted on to the front row next to Stewart/Dieter Glenzner, by courtesy of Vittorio Brambilla.

The Lauda/Muir car was only seventh fastest in practice but after tying third for much of the race behind Stewart/Glenzner and Mass/Scheckter, they moved up when Stewart had a camshaft break with three-quarters of an hour to run, and then the Mass/Scheckter car was delayed with a worn rear tyre and a broken belt drive to the alternator. They carried on to finish some 22 s behind and keep the flag flying for Cologne. Third was an ex works '72 spec Capri RS for the Spaniards Jaime Mera/Antonio Ruiz-Gimenez some seven laps down.

In the up to 2 litre division David Brodie was sharing his Norman Reeves Escort with Claude Bourgoignie and was way ahead of everything else before dropping out with untraceable electrical problems. A threat from a couple of poky BMW 2002s came to nought early on and the long time leader in the race was the Spanish Broadspeed RS 1600 of Rafael Barrios/Umberto Grano entered by Scuderia Brescia Corse. Unfortunately, they had fuel pick-up problems and surrendered the lead to a 2 litre Alfa Romeo GTAm of Yugoslavians Drago Begvar/Robert Lang, which went on to take the class.

ENTRY

The paddock at Monza was not overflowing, but all attention centred on the new cars from Ford Cologne, BMW GmbH, and the Alpina and Schnitzer modified cars. Heading the entry were three of the new lightweight 3.3 litre CSL coupes from BMW with Jochen Neerpasch overseeing the squad in his usual inappreciable style. The cars were immaculately turned out in German racing white with blue/purple/red flashes round the

sides, bonnet edges and boot. Only two cars would race however, the third being a spare. Driver pairings were Chris Amon/Hans Stuck, Toine Hezemans/Dieter Quester. The squad was working together as a team for the first time and will take a little time to mould itself into a working unit. Weighing in at 1090 kg the cars are still 165 kg heavier than the Capris, but this is offset by the 360 bhp developed from the straight six as against 320 bhp for the Ford V six. Both teams should



BMW's straight six power unit.

have new 24 valve engines for next year when power outputs are expected to reach the 400 bhp mark, so watch out! The only other comparable thing between the two teams was the use of new ATE ventilated disc brakes developed from the CanAm McLaren. Schnitzer had two of the older CS coupes on hand and had acquired the services of the Brambilla brothers. Vittorio was to drive with Formula 2 man Bob Wollek and Ernesto with Walter Brun who climbed a 2002 Schnitzer car to the Swiss Hillclimb championship. Outwardly the cars did not appear much different from last year, most of the modifications being in the engine department. But the Ernesto B car carried a large wing under the boot, a mod which first appeared at the Nürburgring 8 Hours last year. A single Alpina coupe arrived for Brian Muir/Niki Lauda, fabulously prepared and finished in white. Buck Boven-seipen was on hand, working closely in conjunction with Malcolm Gartlan's lads under Ted Grace. Ted had brought the Brands car down, but this stayed in the transporter as a spare.

Niki Lauda at the wheel of the Alpina-winning BMW





The Capris of Stewart and Mass lap an Escort during their domination of the early part of the race.

The Ford team were in fine fettle as ever and arrived with three newly completed RS Capris for Jackie Stewart/Deter Glemser, Jochen Mass/Jody Scheckter and Gerry Birrell/John Fitzpatrick. The cars had only been screwed together a few days before and had not turned a wheel. Since Martin Braungart went to Munich with Neerpasch, Ford had appointed Thomas Ammerschlager



Ford's 320 bhp V8 engine.

as chief engineer. With more power to cope with and bearing in mind the new 24-valve engine to come Ammerschlager had to improve the handling which he has done by altering the front suspension to raise the roll centre. The light alloy axle used with little success in 1971 has been re-employed but in a strengthened form and ATE ventilated discs as per the BMWs are now utilised. Fourteen inch rear and 12 in front tyres are an inch bigger than last year and as ever the team was on Dunlop rubber except for Stewart whose Goodyear contract means what it says.

A string of ex-works Capris were entered for various other teams. Prominent among these were Ford Gerstman for Hartmut Kautz/Albrecht Krebs, Ford Odenthal for a strong young lady, Waltraud Odenthal, and Klaus Fritzing, and Spaniard Jaime Mena for himself and Antonio Ruiz-Gamenez. Scuderia San Marco ran an ex-Fritzing RS for "Esep" and "Tatog," a pair who manufacture magnesium electron wheels in Italy under the name of Esep.

The 2 litre division looked on paper as being a straight fight between the Norman Reeves Escort of Dave Brodie Claude Bourgoigne straight down from Brands with Arthur Pateman in charge, the Spanish Broad speed pair managed by Giuseppe Risi for Rafael Barrios/Umberto Grano and Jose Uriate/Herve Le Guelec, Dieter Basche's GS tuned Jolly Club entered 2002 Ti for Manfred Mohr/Martino Finotto, and the Schnitzer tuned model for Wolfgang May/Seppl Mannhalter. Works support was being given by Autodelta to a couple of GTAs for Yugoslavs Drago Regvar/Robert Lang and Italians Ademara Massa/Ulderico D'Angelo including works mechanics and engineer Nicola Macario in charge. Other runners included an Escort RS for "Alval" / "Pal Joe," a class winner last year, running a 2 litre Novamotor BDA, last year's Finotto RS for Mario Ruoso/Alberto Roselli and a Broadspeed copy RS entered by the Jolly Club again for ex-works Alfa 1300 GTA pilot Luigi Colzani/Martino Finotto. The latter gentleman is in fact a director of the Jolly Club and was to drive the GS BMW with Mohr and so put on a good show before his home crowd. As it turned out the Escort had generator troubles in practice and did not start.

PRACTICE

The weather was superb over the two days of practice and race day and after hordes of Fiat Gianninis, 500s, 600s and so on had had their fun for Italian championship races the serious practice for the 4 Hours got under way on Friday afternoon. It was very much a setting up practice for all the major contenders, particularly the works Capris which had not run before and had various mods to carry out for the new driver combinations. The three cars all ran various different combinations of settings, tyres etc, the idea being to amalgamate the best of each at the end. A good time is also dependent on getting a good tow, even more so probably than with single seaters because of the bigger bulk of the cars which causes more resistance.

All the Ford drivers except Scheckter had done a fair bit of testing so it wasn't surprising that Joby wasn't too happy at the end of

practice with the heavy steering—they are quite a handful—though he managed a 1 m 41.8 s to Mass's 1 m 39.2 s, and he had never seen Monza before! Stewart managed 1 m 40.3 s, 0.9 s quicker than Glemser whilst Birrell and Fitzpatrick had setting up dramas, Gerry managing to lift two inside wheels going through the Parabolica (the two Dunlop shod cars were using 418 rubber with a new mould to fit the bigger rims). Despite his problems Birrell did manage a 1 m 40.8 s, 2 s faster than Fitz who did very little practice.

For Saturday harder springs were fitted to the Birrell Fitz car which helped but the car was still a bit of a brute. Mass had softer springs for the last session on Saturday afternoon and encountered some oversteer, while Scheckter was much happier though he only got in 15 laps. He got down to 1 m 40.4 s in the end to Jochen's 1 m 38.5 s. Stewart stole the day however when he landed pole position in 1 m 38.2 s with Glemser on 1 m 39.0 s. Birrell was happier on 1 m 39.6 s, half a second quicker than Fitz and now managing to keep the rear wheel on the deck.

The BMW camp were right in there on Friday, Stuck and Hezemans being just 0.6 s slower than Mass. They were having tyre problems, having to use Dunlop 388s instead of the new 411s, and the gear ratios were a bit spaced. Neerpasch expected quicker times with the newer tyres but then had problems with the brakes binding. The pleasing thing though for the team was the complete reliability of the engines which hardly needed touching during practice and were to be left in for the race. On the test bed some of these engines had run for 24 hours and were still giving the same umph at the end! The third car was used in practice for testing purposes and will be brought to the other races as a spare only. Stuck was clocking along in fine style but could only get down to 1 m 39.4 s. Amon was 0.4 s slower but the Hezemans/Quester car did 1 m 39.9 s with Toine driving before a problem developed which the team could not figure out. It was eventually discovered at 2 am on race morning that the throttle slide was sticking. On the straight six this is very long, and the material is not yet hard enough to withstand the pressure when suddenly opened.

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and therefore it tends to stick

The surprise of practice though came from the performance of Vittorio Brambilla in the Schnitzer CS. He eventually landed on the front row next to Stewart just 0.2 s slower in 1 m 38.4 s. Vittorio B doesn't hang around at the best of times, but various people were humming and ho-ing. We know the Schnitzer head is special but some thought it may have been over the limit. Who knows? No one protested and VB was in front of his home crowd! Wolk was 1.1 s slower while Ernesto could only manage 1 m 42.9 s to Brun's 44.3 s. The Alpina crew changed an engine as routine on Friday night but on Saturday a rocker arm broke and the crew put the other engine back in for the race. This was only of 3001cc capacity as the new full 3.3 litre unit won't be ready until next week, and was giving around 330 bhp. A brake problem arose with the misfitting of some hydraulic piping but this was soon cured. Lauda returned a 1 m 40.4 s, 1 s quicker than Muir.

The 2 litre division could do nothing about the Brodie Bourgoigne car which was way ahead. Brodie was a bit off colour but he knocked up quickest time on Friday, with more to come before retiring to bed for Saturday. Bourgoigne then went out on Saturday to be quickest overall at 1 m 45.4 s. Manfred Mohr tweaked the GS BMW round in 1 m 47.0 s half a second quicker than Brodie's Friday time, and the same as that of the Barrios Escort. This car had just come down from Southam having been modified to the same spec suspension as the latest Woodman. Rouse BDAs. Rafael went out for the first session and managed one lap before the crankshaft pulley broke along with a few valves. The Ricard engine from last year was put in—an 1840cc giving around 255 bhp, whilst Brodie had a full Boreham-built 2 litre BDA which the mechanics put in for the race just in case the Brands engine played up with the same misfire. The motor should have been giving around 270 bhp but it was probably less, but it didn't seem to bother the team who had a definite advantage on braking over the rest.

Urrate had all sorts of bothers and it was decided to withdraw the car from the race when it was discovered that the cylinder head was burnt between two combustion chambers, rather than put in a new head gasket and risk the engine. Alberto Roselli recorded the fifth fastest time in class in 1 m 48.4 s in the ex-Finotto Escort but biggest surprise came from the young Yugoslav Goran Stok who managed 1 m 49.0 s in his three-year-old home modified 1800 BDA from Broadspeed. Last year here he was quicker than John Fitzpatrick in practice but hasn't been seen since! He was circuit and mountain champion of Yugoslavia last year and had a couple of wins in Austria; with a little assistance or some backing financially he could be someone to watch. After prac-

tice the team decided to change the head gasket as water was blowing from the back of the block, and replace a broken valve spring. It was the first time the head had been off the block since he had it! The Schnitzer 2 litre managed 1 m 50.5 s in the hands of Mannhalter and "Alval," who is a very rotund Italian gentleman, showed good form at 1 m 49.7 s. The quickest Alfa was that of the other Yugoslav, Drago Regvar in 1 m 50.8 s.

The GS BMW which Dieter Basche rents to the Jolly Club was certainly the one to watch if anything was going to bother the Escorts. It was a new car with GS built engine made from BMW parts, and giving around 270 horses. Finotto blew an engine in private practice on Thursday so the team missed Friday session and put a new motor in for Saturday. The car could have been quicker but this motor was blowing out its water and having done his quick time on the second lap Mohr came in.

Should any of the leading runners drop by the way some of the private Capris and BMWs were in with a chance of picking up points. Noticeably quick were the Germans Krebs Kautz who did a 1 m 42.2 s in their ex-works Ford German RS complete with latest wheel arches. Fritzinger managed 1 m 45.8 s in the Odenthal Capri to the ladies' 1 m 48.5 s. Both will be concentrating on the German championship this year but may do the odd European event. The former you may remember drove his own car last year and had a few outings in the Kent Capri, proving a real strongman at Spa when he drove for 17 of the 24 Hours. Gimenez posted the same time as Fritz. The "Esap"/"Talog" car was interesting being an ex-Fritzinger car and running on Esap wheels. The team also had an Opel Commodore on hand with Steinmetz mill but the oil pump went in practice and they withdrew. Running under the Squadra Caposcarico banner were two Swiss, Moritz Gerny/Urs Knecht with a 3.0 Schnitzer CS. Altogether practice was rather a dull affair with the teams really unready to jump into battle, and with no 1300 cc division this year Alfa are completely out except for the old privateer who is hardly competitive these days.

RACE

The scheduled start was for 1.30pm and with the sun shining for the third consecutive day the crowds rolled in at a steady pace making for the paddock to clamber on the fences and have an ogle at the beautiful machinery. On the cars were pushed round to the pits the officials started getting more official—hands waving, whistles blowing, pushing here and shouting there. They seem to make life eternally difficult for everyone who is trying to get some work done.

Somehow it all comes together though and at 1.35 pm the cars were all lined up and taken out on the pace lap for the rolling start. Dramas started when Ernesto B couldn't fire up in the Schnitzer coupe. The others got away cleanly and people swarmed round the car and made things much worse. Eventually they pushed it across the track and into the pits road where it would be allowed to start after the rest. Twenty-four cars started as the Urrate car was out, an old slow Camaro for Robert Eberhardt couldn't find a second driver and there was water pump and oil breathing problems on another Broadspeed customer car of Franco Capietti.

While the crowd rooted for Ernesto in the pits, brother Vittorio had made a demon start and at the end of the first lap he was leading Stewart, Mass, Stuck, Birrell, Hezemans and Lauda. Ernesto finally got away after this lot had passed by. By lap 3 it was the familiar sight of a blue and white Cologne Capri out front, Stewart doing the honours, followed by VB, Mass, Stuck and Hezemans. Dramas continued as the GS BMW 2002 came in, steam everywhere, with the weak head gasket done already. One less for Brodie to bother about and Dave was bombing along in ninth position just behind some of the slower heavy metal and ready to pounce. He had decided to start the race as fast as possible, then ease off as he was still feeling rather ill with a mysterious bug. Following the BMW into the pits and with the same problem was Gerry Birrell and then it was the turn of Hezemans for a visit in the second works BMW CSL. Mechanics changed the left rear wheel and the Dutchman set off again, whilst the GS 2002 was pushed to the dead car park, as was the Capri, leaving a despondent Birrell, a worried Kranefuss and Fitzpatrick without a drive. The Alfa GTAm of Ademara Massa had a quick stop but carried on whilst on the same lap Tino Brambilla called it a day.

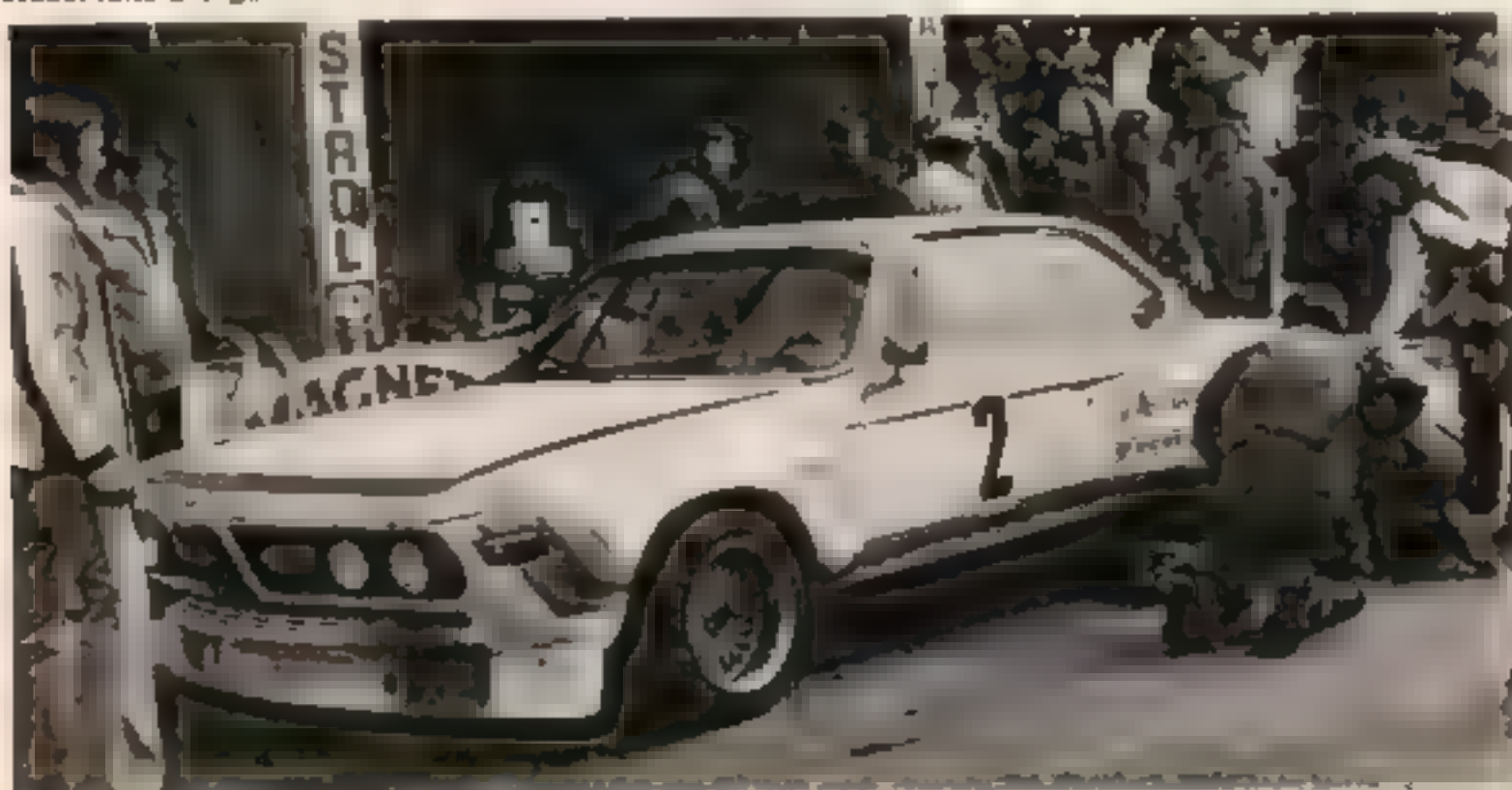
On the track brother Vittorio was fighting every inch of the way with the two Capris who had pulled away from the BMW of Stuck in fourth position. The leading trio were already lapping the backmarkers and the three seemed to scrape each other as they took the Gerny/Knecht BMW, just after the pits. Last year's lap record stood to Alex Soler Roig in a Capri at 1 m 41.5 s and on lap 8 Brambilla shattered this with a 1 m 36.5 s, something over 130 mph. With this battle royal up front, one could easily forget that Hezemans had problems and indeed he started a series of stops on lap 7 which ultimately led to his retirement. It seemed that first the wheels were coming loose and the wheels were changed but then came suspension troubles which the mechanics spent some time trying to solve.

Out front Mass had taken the lead and Stewart was third with the red and silver car sandwiched between the Fords. At 10 laps there was a second covering the three of them with Stuck a further 5 s adrift in fourth place, Lauda a further 10 s behind, followed by Krebs, Fritzinger, and Gimenez spread out, then Barrios and Brodie in the Escorts. A few laps later Stewart took up position at the front again, relegating Brambilla to third. Hezemans was out again on lap 15 whilst Brodie had a quick pit stop.

With 20 laps gone it looked like an interesting battle developing with the Capris still only 0.8 s ahead of the BMW and rapidly leaving everyone else. Stuck was 14 s behind but seemed to be taking it quite easy with Lauda still 10 s behind him and the rest of the field lapped. Moving into 10th place after Brodie's stop was the 2 litre BMW of Mannhalter/May with the latter at the wheel. Stuck was going strongly along with Roselli and the Alfa of Regvar a bit farther behind. The other 2 litre Alfa of Massa which had pitted very early on was trundling round but the motor was so rough they may as well have retired.

With 24 laps gone Brodie was in the pits again and the mechanics changed the spark

Hezemans brings the works BMW into the pits with wheel trouble.



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box hoping to cure the chronic misfire which had now become very apparent. "Alval" also pitted a few laps later with his engine sounding worse than the Reeves car. While cars seemed to be dropping out two a penny the battle up front continued until lap 25 when Vittorio Brambilla pitted for a lengthy stop. With this stop, interest in the race waned. Stuck was still there and Lauda, but neither was making any impression on the two works Capris which appeared to be running like clockwork, despite Birrell's let-down early on. Behind Lauda the ex-works Capris were now running in the order Fritzing, Krebs and Gimenez, all a lap down followed by Barrios, Mannhalter and Rosselli a further lap in arrears. On the 23rd lap Mass squalled Brambilla's earlier fastest of 1 m 38.5 s.

Just under the first hour Brambilla went out again in the Schnitzer car with more fuel on board, just as May came in with the 2 litre version absolutely covered in oil. The engine had not blown but the oil pump had dropped off.

Following this, Stuck pitted and retired instantly with his head gasket gone and a broken piston. Hezemans had ventured out once more but was in again with broken shock absorber mountings at the rear and he called it a day at lap 50.

With only an hour and a quarter gone one

wondered whether any cars would be left running, but interest picked up with fuel stops and driver changes due. The 2 litre boys came first with Umberto Grano (who drove one of the Filipinetti Fists last year) taking over from Barrios, Ruoso from Rosselli, Kulundzic from Stuck, and Kautz from Krebs in the Gerstman Capri which was in eighth place. Then Lauda came in for fuel and Muir took over whilst the awkward fuelling system was causing everyone to stop petrol all round. Brodie had been in and out a few more times but to no avail; leads, plugs, another black box were all changed but nothing would remove the misfire. Grano was now leading the class and the engine was a little rorty the manifold having broken.

With 50 laps up just 0.3 s separated Stewart from Mass. Two laps later Jackie came in, they topped up with fuel and Glemser was gone with typical Ford efficiency. Next lap the same service was given to Mass as Scheckler took over. Brambilla was soon in again for good, with fuel feed problems and a suspected broken rocker. After 70 laps Glemser was 8 s ahead of Scheckler with Muir some way behind, Fritzing in fourth place four laps behind and about to hand over to Odenthal. Creeping up was the 3.0 CS of the Swiss pair Knecht/Gerny in seventh, who had Gimenez and Kautz in front of them. Grano was still leading his class but caused headaches for

team manager Rai as his lap times varied so much and he did not really understand the car. Regvart (Alfa) was now up to 10th, 2 laps behind and going well. (This chap, like Stuck, runs on rather a tight budget and was schooled in speedway, being the national champion. He also ran a 1300 GTA last year and was second in the nationals.)

Regvart passed over to Robert Lang at this time in the race. The "Esap/Tatog" Capri was in and out at this stage with mechanics dropped out that everyone was bound to pick up some money.

On lap 82 Glemser who had been steadily closing on Muir lapped him in style in front of the Ford pit. The fourth place Capri of Odenthal/Fritzing was 5 laps in arrears so Ford only had to trot round for another 1½ hours to add more laurels to the heap they already have. Bovensepen was happy to take third with the old engine so Yogi wasn't worried about being lapped, and he handed back to Lauda for the final stint.

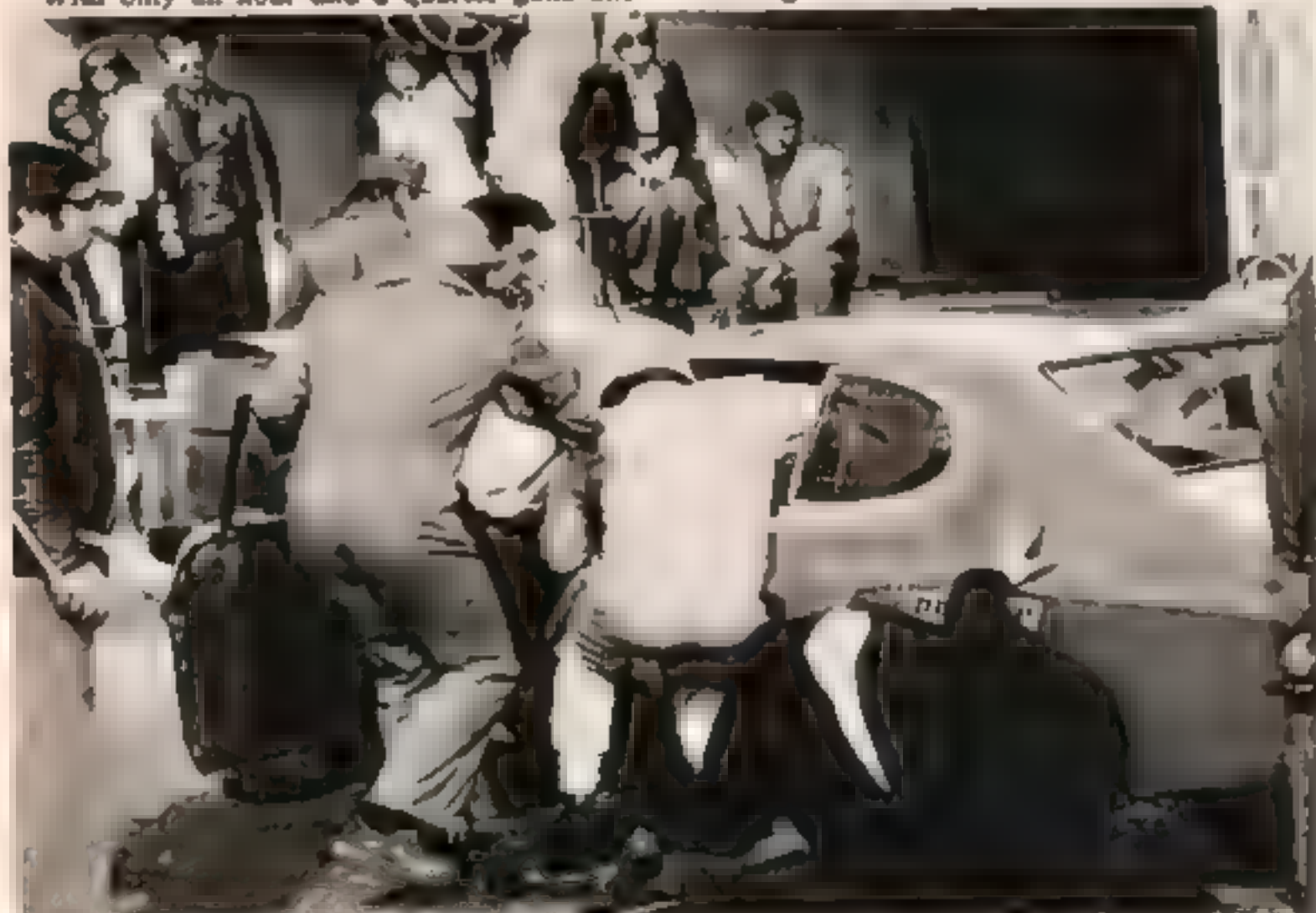
The last fuel stops came at about the 100 lap point and then the scene changed. Stewart took over from Glemser OK, but before Jochen could go out Scheckler pointed to the worn left rear tyre which was changed. The bonnet was up top on this car and the alternator belt was changed, and then Mass was on his way again but now behind Lauda, on the same lap. Stewart was way ahead and short of a breakage looked set to take a first time out victory.

It seemed all over but with only 45 min to go Stewart didn't come round. The Ford pit almost panicked until news filtered through that the Capri had stopped at the first Lesmo curve. Stewart arrived back later on foot to report that the camshaft had broken. So now the Alpina car was in the lead over a minute ahead of Mass and there was no way Jochen could catch him bar another breakage on the BMW. The last panic came when with a few minutes to go Lauda dived into his pit but was sent smartly on his way. The team had been using more fuel than estimated and Niki was worried that he might run out! He was far enough ahead of Mass though and took the flag some 20 s to the good completing 142 laps in 4 h 1 m 29.6 s at an average speed of 126.8 mph. The Gimenez/Masia Capri was third, seven laps down after the Odenthal/Fritzing RS had trouble at the end with a sticking throttle and slipped back to fifth. Fourth was taken by Krebs/Kautz and sixth by the Knecht/Gerny Schnitzer BMW. The third place of the Spanish pair was highly commendable as they only used 7000 rpm on their 200 bhp engine and had to make sure their one set of old tyres lasted the distance. It was tough luck though on Fritzing and Odenthal who must be a very strong lady to manage a Capri the way she

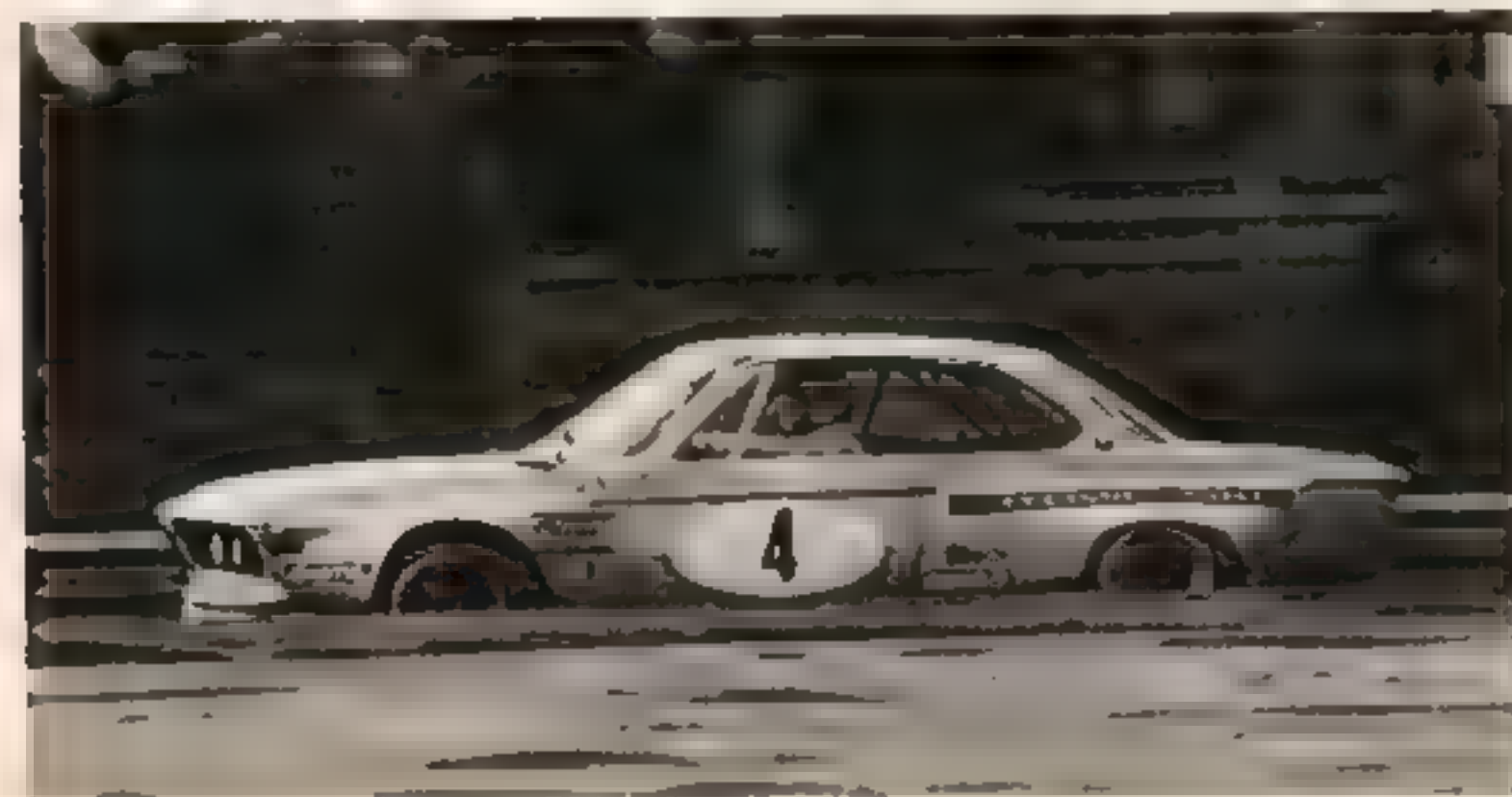
The 2 litre class finally went to Regvart/Lang in the 2 litre Alfa after Barrios/Grano led all the way until the team had fuel pick up problems near the end. A flat battery also delayed them at one pit stop. Third in class went to Rene Herzog/Angelo Pallavicini in an old BMW 2002 with a two valve Schnitzer head. Stuck, whose car looked strong for much of the time, was wheeled away only half an hour from the end, whilst "Alval"/"Pal Joe" completed the runners with a wicked sounding engine and their head gasket blowing.

4 Hours of Monza—Trefee Mario Angiolini

- Monza, 25 March, 1973
1. Niki Lauda/Brian Muir (3.0 BMW Alpina CSL), 4 h 01 m 29.6 s, 42 laps, 126.8 mph
 2. Jochen Mass/Jody Scheckler (3.0 Capri RS LW), 4 h 01 m 31.3 s, 142
 3. Jaime Mesia/Rolf Gimenez (3.0 Capri RS), 4 h 02 m 53.8 s, 135
 4. Harald Knecht/Albrecht Krebs (3.0 Capri RS), 4 h 02 m 50.8 s, 134
 5. Klaus Fritzing/Waltraud Odenthal (3.0 Capri RS), 4 h 01 m 47.8 s, 132
 6. Urs Knecht/RMG Gerny (3.0 Schnitzer BMW CS), 4 h 02 m 31.4 s, 126
 7. Oleg Regvart/Robert Lang (2.0 Alfa GTAm), 4 h 03 m 17.5 s, 126, 111.67 mph
 8. Rene Herzog/Angelo Pallavicini (2.0 BMW 2002), 122, 10. Jack B. Stewart/Peter Glemser (3.0 Capri RS LW), 116, 111
 9. "Pal Joe" (2.0 Escort 80A), 109
- Fastest lap: V. Brambilla and J. Mass, 1 m 38.5 s, 131.35 mph



Dramatic moment in the last routine pit-stop for the Mass/Scheckler Capri: the alternator belt and a rear tyre needs changing (above). The Ernesto Brambilla/Walter Brun Schnitzer BMW retired early on (below).



SPECIAL STAGE

Edited by Ian Sadler

Record Valentine

A record entry was received for the second round of the Shell "The Scotsman" Scottish Rally Championship, "Dunfermline Car Club's Valentine Rally (190 entries) and the 150 crews allowed to start will be assembled at the Post House Edinburgh, this Saturday for a full day of famous Scottish stages.

All the leading Scottish competitors are starting, including the first time appearances of Donald Heggie's Clan Crusader and Bill Taylor's Royal Bank of Scotland livery Escort RS. As the Valentine is also a round of



Scottish champion Jimmy Roe.

the Ford Escort Championship there are several well-known English names. The rally this year visits the forest areas of Blairadam, Tullislan (Devilla), Aberfeldy and Carron for more than 55 special stage miles. The event's finish and prize giving will take place back at the Post House in the early evening.

● Jim Corner received a fail for driving through a control without stopping.

● There was a lot of baulking of rally cars. Four controls had to be canceled for this reason.

Morley and Lovell for Firestone

Two of the several British crews bound for the Firestone Rally this year have new mounts. Harold Morley and Peter Bryant are taking their Porsche Carrera and Chris Lovell and Mike Sveyer their Clan Crusader. Morley's car has been prepared along with Jack Tordoff's, at Alexander Motors of Manchester who will also enter the car. Other events planned this year include the Welsh Tour of Ypres and Manx or Sherry Lovell's car is being entered by Kingsclere Carriage Company, the local agents for the car. The engine has been prepared by Andy Chesman of Greatham Engineering, who also prepared Badham's engine. Lovell has always done well on the Firestone, having come 7th in 1969 in his Cortina GT and 9th both in 1969 and 1971 in an Elan. The rally is about 1000 miles in length over varying surfaces with about 32 stages totalling around 250 miles.

Cytax cyphers

● Of the three ladies, none had a trouble free run. Vicki Lambert borrowed an Escort with 1760 pushrod engine from David Campion, which David had been saving up to use himself on the South West Stages, after her accident during the week, but went off the road with only two controls to go putting her OTL. Linda Jackson in the Sky Petroleum Escort RS1600 lost five minutes but kept inside fail time after doing a similar thing, and the Cytax report mentions Gillian F-T's escape.

South West Stages

The second qualifying round of the BTRDA Gold Star Championship, the Esso Uniflo South West Stages, takes place on Sunday with the first car leaving Taunton Technical College at 09.00. Half way is at South Molton, Devon and the finish and presentation of awards will be at Tiffany's Night club, Exeter.

With the exception of the tarmac Porlock Toll Road all the stages will be over Forestry tracks. Due to the exceptionally high fire risk at this time of the year only certain stages will be open for spectating. Unfortunately the first three stages have had to be canceled due to a late decision by the Over Stowey Parish Council.

A spectator route book will be available at the following points: Taunton Technical College MR 177 216246 from 09.00 to 11.00 hours. Half way halt at Castle Market Car Park, South Molton MR 163 716258 from 12.00 to 14.00 and at the Moto Esso Service Station, Fore Street, Heavytree, Exeter MR 176 946924 from 09.00 to 12.00 hours.

Top twenty entries are:
1. Eric Jackson (Imp) Vies (Escort); 2. Paul Faulkner Monty Peters (Escort); 3. Reg Mullenger Gerry Turner (Escort); 4. Paul Appleby Keith O'Dell (Escort); 5. Rosemary Smith Pauline Gunnick (Escort); 6. Geoff Churchill Roger Jones (Escort); 7. Richard Hiffe

● Goodyear tyres shod the first and third crews: Dunlops the second, fourth and fifth, whilst the sixth car was Kleber shod.

● Bernard Banning's Group 1 Avenger retired just before the first petrol halt with a dud coil, whilst Keith Billows had a half shaft break on his Escort.

Stuart Hiffe (Escort); 8. Bob Bennett Vernon Bronkes (BMW); 9. Michael Clarke Neil Indgo-Jones (Escort); 10. Bob Chapman Simon Bretherton (Escort); 11. Peter McDowell Peter Moss (Opel); 12. David Lewis Jeremy Denny (Escort); 13. Mike Ranger John



BTRDA leader Eric Jackson.

Martin (Imp); 14. Bill Mather Neil Carter (Escort); 15. David Pambly Peter Clark (Datsun); 16. Ian Harwood Colin Gratrix (Escort); 17. Malcolm Wise Rod Palmer (Escort); 18. Vicki Lambert Gina Povey (Opel); 19. Charles Eveson Richard Todd (Escort); 20. David Bell Douglas Newson (Escort).

BTRDA Gold Star positions

BTRDA Esso Uniflo Gold Star Rally Championship positions before this Sunday's South West Stages Rally Drivers: 1. Eric Jackson; 2. Paul Appleby; 3. Reg Mullenger; 4. Bill Mather; 5. Richard Hiffe. Co-drivers: 1. Don Barrow; 2. Keith O'Dell; 3. Gerry Turner; 4. Neil Carter; 5. Stuart Hiffe.

● Brooklyn Garages will have another Mexico prepared for Russell Brookes this weekend for the Valentine. It will be a secondhand car which is being prepared to Group 1 trim this week.

Stratos for the Circuit

Too late for fuller details this week, news has just arrived of two important and exciting entries for the Circuit of Ireland. Lancia Marlboro have entered two Stratos cars for Sandro Munari Mario Mannucci and Jean Claude Andruet-Michelle Petit ("Biche").

A competitive car for Scotland's Jim Robson

Fast up and-coming Scottish rally driver, Jim Robson of Aberdeen, has taken delivery of a Gp.2 Escort Mexico. Backed by The Press and Journal, the north of Scotland's morning paper, and Cordiners Garage main Ford dealers in the area, Jim will be entering the remaining rounds of the Scottish Rally Championship starting with the Valentine this weekend. The official title of the car will be The Press and Journal Cordiners Escort. The car should be equipped with an RS engine and five-speed box in time for the Scottish, through it is hoped it may be ready for the Granite City.

With The Press and Journal's new involvement in motor sport

comes the paper's sponsorship of the Aberdeen and District MC Motor Sport Forum. Supported by the Scottish Motor Racing Club the meeting will be held in the YMCA, Union Street, Aberdeen, on Friday, April 27, at 7.30 pm. The panel will consist of Roger Clark, Tony Mason, Andrew Cowan, Norman Masters and Bill Dryden. Chairman will be Ross Finlay. In addition to the panel there will be a preview of the Granite City Rally, several new films and a display of cars. Tickets at 25p each can be obtained from: The Publicity Department, The Press and Journal, PO Box 43, Aberdeen AB9 8AF. A stamped, addressed envelope must be enclosed.

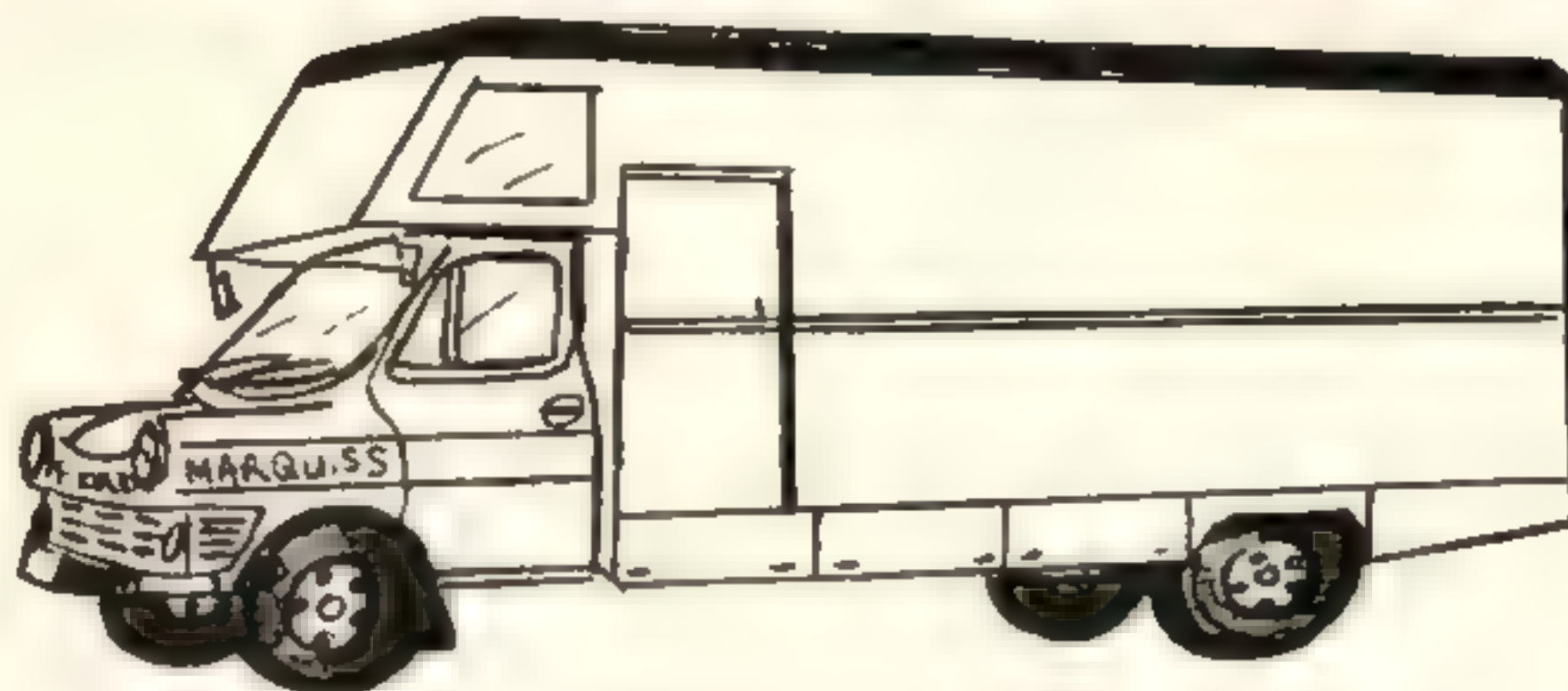
●●●LATE NEWS●●●

New rally car from Wylies

Wylies, the Glasgow Ford Rallye Sport dealers, launched their all new 2-litre BDA rally Escort RS 1600 at a reception in the Normandy Hotel, Renfrew, on Tuesday. The car is fully prepared to Group Two and will be driven by Drew Gallacher in Scottish Championship events this year. More details next week.

● Dukeries MC Ystra Rally has been cancelled due to major clashes with RAC and police over intended route.

TRANSPORTERS



MECHANICS BEDTIME STORY

Once upon a time a chap called Henry started building Automobiles. He made a very good job of them and his company flourished. Some time later another chappie in his company started building Transits and made a very good job of them and his company flourished. Some time later a wee laddie in Scotland got hold of one. He looked at it. Poked at it. Lengthened it. Built on it. Gave it a Three litre transplant and produced a MARQUISS and made a very good job of it. Do you know its body is 14 to 16 feet long and it can travel all day at Seventy (Legally) carrying your Boss's lovely racing car (Large Sports, Formula or Saloon) which probably cost him Six grand. A spare engine. Wheels and lots of other bits and pieces which cost another Four grand. Now having spent all this lolly his main aim in life is get all of it to places with funny names like Brands, Monaco, Silverstone, Imola, Oulton, Zandvoort etc. Only thing is He likes it to be just as clean and immaculate as when you finished preparing it back at home base. And that tired old van and trailer is getting a bit past it. Tell you what, have a wee wish and and show him this dream it will only cost another Two grand.

P.S. The Marquiss even has a bunk in which you can have other dreams like him winning in his clean immaculate reliably transported car. And we will even throw in a Portable Cooker for that quick brew up.

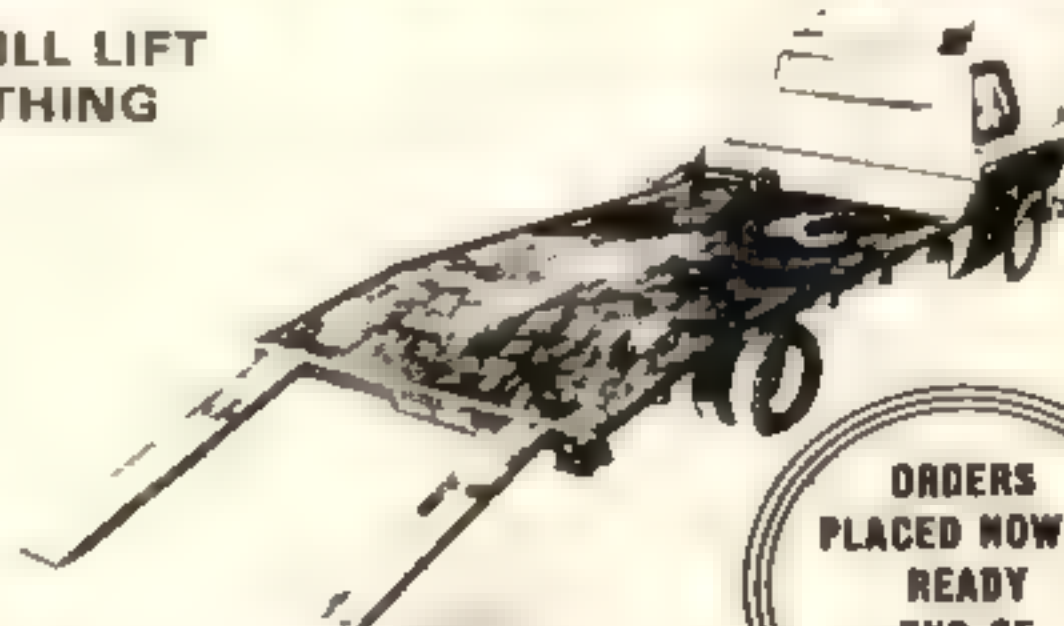


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More Circuit entries

Among the 89 entries so far received (at March 16th) for the International Circuit of Ireland Rally are no less than three Porsche Carreras. Local Porsche drivers Reggie McSpadden and Ronnie McCartney will have Jack Tordoff's JCT 800 to contend with. Other top entries include Pat Moss Carlsson with the recently announced Clark/Renault Alpine team, entered Renault Alpine 1800. Cahal Curley and Eamonn Cotter with BMWs, Curley's soon to have a 195 bhp Alpine engine in place of the Autoextra unit at present fitted and Robin Eyre Maunsell's very quick Chrysler Dealer Team (Ulster) Sunbeam Imp. The Lombard and Ulster Rally Team Escorts have been entered for Rosemary Smith/Pauline Gullick and Adrian Boyd/Beatty Crawford.

Daily Express Escort Championship positions

Positions after the fifth round of the Daily Express Ford Escort Rally Championship are as follows: Nigel Rockey 41 points, Russell Brookes 34; John Edwards-Parton 28; Bob Bean 25; John Barter 19, Dave Roderick 17.

● Doug Baird has sold his ex-works Mini-Cooper "S" and it is to be re-registered with its original number OBL 48F back in the UK. In the Isle of Man he used the car with his personal number MAN 83. It is not the end of the association for the Manxman will drive it in September's Manx Trophy Rally.

● Another driver currently being entered by Shell Sport this year is Mark Perry, with his Secure Insurance Brokers sponsored 998 Imp. for the Esso BTRDA series and the home Internationals.

● Providing interest in Gp 1 rallying continues, Langrop Engineering are planning to enter a team of Fiat 124STs, basically for Charles Eveson and Robin Langford.

Group One Citroen 1220GS saloons for Moroccan

Citroen are entering a total of five cars in the Moroccan Rally (9 to 12th May), including two 1220GS saloons. Their line-up is as follows: Claude Laurent/Jacques Marche (Gp.2 1220GS), Francisco Romaozinho Jose Bernardo (Gp.2 1220GS), Raymond Ponnelle/Pierre de Serpos (Gp.1 DS23), Robert Neyret/Jacques Terramont (Gp.2 DS23), Jean Deschaseaux/Jean Plassard (Gp.2 DS23).

Citroen's Total sponsored entry

Servais Rally preview

Will the Mexicos have the power?

We have three major rallies this weekend, firstly the Servais run by Cheshunt Motoring Club and the Roding Car Club in East Anglia, for the first time in the Castrol MN series, on Saturday night. Only hours before this Dunfermline Car Club run their Valentine special stage rally in Scotland counting for both the Shell Scotsman and the Mexico series, whilst on the Sunday Exeter Motor Club and Taunton Motoring Club jointly run the Esso Uniflo South West stage Rally, counting for the BTRDA and CCC series.

The Servais is the fifth in the C/MN series, and the first time in the national road rally championship. The Clerk of the Course John Porter, is currently the leading LCAMC navigator, and was winner of the Cloverleaf earlier in the year, one of East Anglia's other leading events. Certain entries are a little uncertain on going to press, owing to the nearness of the Valentine with Russell Brookes and Nigel Rockey particularly involved. Top 20 seeds at the moment are: 1. George Hill/Kaith Wood (DTV Firenze); 2. Russell Brookes/John Brown (Brooklyn Mexico); 3. Frank Pierson/Colin Francis (DTV Viva); 4. Bob Jeffs/David Taylor

Rod Cooper



● Vicki Lambert up-ended her rally Opel Ascona at the recent Silverstone Goodyear test and demonstration day.

(RS1600); 5. Nigel Rockey, Paul White (Hoopers Mexico); 6. Alan Conley Martin Holmes (CCC Clan Crusader); 7. Chris Blyth Geoff Hill (Escort TC); 8. Ted Cowell Peter Rushforth (Escort TC); 9. Malcolm Patrick/Neil Wilson (Imp); 10. Reg Mullenger/John Matthews (RS1600); 11. Laurie Richards/— (Sky Petrol RS1600); 12. David Roderick Mike Woodward (Gibbs Mexico); 13. Rod Cooper/Ian Cooper (Supersport Escort TC); 14. Jimmy Bullough Gerry Ryan (Thomas Motors RS1600); 15. Kevin Videan/Peter Valentine (AVR Mexico); 16. Graham Beardmore Martin Pfaff (Bentley Firenze); 17. Charles Wood Doug Smith (Avenger Tiger); 18. Alan Hemmings/Stuart Gray (Escort TC); 19. Bernard Banning/— (Avenger GT); 20. Linda Jackson John McKerrell (Sky Petroleum Escort RS1600).

Many of these names are new to followers of national events. Blyth and Hill won last year's Servais in an RS1600, whilst Wood won the recent LCAMC Three Counties rally and is currently second in the series. Hemmings is third in the LCAMC series as well.

It will be interesting to see just how the Mexicos will fare. The long straight roads of Nor-



folk are surely the last place where Group 1 cars can succeed, but then twelve months ago few people would have given Mexico drivers a chance of winning any C/MN event. There is an immense proportion of untarred roads, about 50 miles out of 200, though only the smoothest have been chosen.

Last year the Servais organisers produced an excellent spectators' programme and they intend to do the same this year, listing past performances of top crews, a list of 20 suggested points to enjoy your viewing, lists of service points and many other matters. There will be two petrol halts, and the selectives will be held at the end of the rally.

Another attraction for the Servais will be a film show organised by the Irish Tourist Board at the finish hotel announcing this year's Circuit of Donegal, with Austin Fraser and Peter Scott in attendance.

The Servais starts from B. E. Cocks, Cambridge (135/468593) with the first car leaving on the run-out at 9.30 pm. The finish will be at the Sprouton Hall Hotel, Norwich, where the first car is due to arrive at 5 am.

George Hill



Pictured here is the Outwood Autos and Wakefield Albany Inn sponsored Moskvich 412 of Peter Ripley and Mike Knutton. Besides BTRDA rounds the Welsh, Scottish and RAC Internationals are planned.



correspondence

Disgusting state of British racing

I must write to you regarding the disgusting situation in motor sport at this present time, when top national drivers like Tony Trimmer and others have no car or cars to drive this season.

Since Trimmer's poor treatment by John Player Team Lotus in F3 last year he has had hardly any drives. Remember that in 1970 Trimmer was F3 champion, in 1971 Walker went from F3 to F1 and now Williamson in 1972 from F3 to F2, and yet Trimmer still has no drive. After his performance in the Race of Champions in the Iso-Marlboro (a car which, until now, has had little success) and the F2 BT38 drive in the Rothmans 50,000 last season, he should now have a permanent drive in some team.

It is about time people came to their senses as so many drivers with money are in F3000, F2, F3 and FA, are out of their depths and should get back to a lower formula.

WALDESLADE, KENT. JOHN A. MAGEE.

Betting potential

Having been a follower of, and an occasional participant in, motor racing for a few years, I was very interested when at long last the bookmakers realised the potential of a motor racing as a betting form.

As this would stimulate interest in the sport, I could visualise a situation emerging where the interrelation between the sport and the betting would be similar to, but on a much smaller scale than, horse racing. If this were the case, not only the bookmakers would benefit as the sport would be of interest to a much wider section of the public.

Bearing this in mind, I gaily wandered down to my local branch of Ladbroke's (Newbury) to flutter away my hard-earned pennies on the outcome of the Race of Champions and the Evening News Champion Consul race. Having arrived at the counter, no-one appeared to have heard of the Race of Champions, and when I finally took to

brandishing my copy of Autosport and pointing out to them that even if they hadn't heard of it, Ladbroke's themselves certainly had and were quoting odds for the race, they assured me that they knew nothing about this and thereupon said they could not accept any bets. I, therefore, sadly withdrew, disappointed but slightly wealthier than I had expected.

This incident has made me wonder just how many people would have had a flutter on these races had Ladbroke's notified all of their branches of this facility. Surely Ladbroke's at last having realised the potential of motor racing should not deal with that opportunity quite so complacently.

NEWBURY, BERKS. M HEZEL

Group Two Gerry

Following the success of Gerry Marshall's Vauxhall Firenza in special saloons, don't you think it would be interesting to see one entered in the British G2 Championships, or even the European Championship. After all Vauxhall do have the Ventora 3.3-litre engine which could be developed. Just think then we would have the BMW 3-litre, the Capri 3-litre and the Vauxhall, and with Gerry Marshall behind the wheel, well just think.

WHITLEY, COVENTRY DAVID WISDOM

Great meeting!

We are writing to say how much we enjoyed ourselves at the Race of Champions. This was undoubtedly the best non-championship meeting held at a British circuit for a long time. It was organised very well, there was always something on, both on Saturday and Sunday. Although the Race of Champions was disappointing the effort of the drivers and teams was first class. Let's hope for more meetings like this from MCD.

LESLIE YOUNG AND BRIAN ANDREWS
PRINCES RISBOROUGH, BUCKS

Unfair treatment at Brands Hatch

As season ticket holders at Brands Hatch for some years we would like to draw attention to the car parking facilities for the Race of Champions. On arriving we made our way towards the reserved car park at the rear of the main grandstand. A car park official directed us towards the public car park. We indicated our reserved car park sticker but were firmly told that we must go into the public parking area, along with many other season ticket holders' cars. The reverse of the "reserved car park" sticker states: "This label must be visible otherwise you may be directed into the public car park."

It was, but... and so we protest! We support motor racing all year, not just for the big meetings, so surely this entitles us to some priority over those who only turn up for the big names. Without the regular supporters and the small club meetings there would be no big names or big meetings.

JOHN AND MARILYN BAKER
ARDINGLY, SUSSEX

Continuing the verbal ping-pong

I do not often indulge in the verbal ping-pong that passes for Correspondence in your otherwise excellent magazine, but Mr Gordon-MacLeod (March 22) had tried to score a point off another player—using a foul move.

The Lancia Ferrari he refers to were in fact rebuilt by Ferrari after a progression of modifications, not only to the chassis frame but to the engine. While we must accept that the original design came from Lancia, the final product was almost entirely Ferrari.

I suggest that Mr MacLeod could perhaps obtain a copy of the Ferrari house magazine Ferrari, volume 4, No 1, and in that he would find all the modifications listed.

CHESHAM, BUCKS. R. M. KITCHINGMAN
GP Registrar,
Ferrari Owners' Club

The editor is not bound to agree with opinions expressed by readers.

It's the Royal Bank of Scotland for Bill Taylor

The Royal Bank of Scotland announced recently that for the rest of this year it will be entering a car in all the major special stage rallies in this country. This is the first time in Scotland that a bank has fully supported a rally car. The car is the Ford Escort RS 1600 driven by the Scottish Rally Championship '72 runners-up, Bill Taylor and Ian MacIver. The Scottish bank has already entered the car for the Valentine Rally, the Granite City and the Scottish International. A full programme is planned in both the Shell The Scotsman Rally Championship and the RAC Rally Championship. The car has been painted in the bank's colours of white and blue with the Royal Bank's logo on the bonnet and boot. Oils will be supplied by Shell and tyres by Dunlop.

Last year was Bill Taylor's best yet, missing the Scottish cham-

pionship by only one point in a season that included winning the Salford and Border rallies and coming second to Roger Clark on the Hackle and earlier this year, the Snowman. Ian McIver, Bill's regular co-driver for the past eight years also from Cupar, Fife, started rallying with a VW and in the early '60s was runner-up in the Scottish Drivers Championship.

The car, Bill's 1800 cc dry sump RS 1600, produces 165 bhp at 7500 rpm which is transmitted via 5 speed box to a 2F differential. Outside Scotland the car will be seen on the Welsh, Dukeries, Lendisfarne and the RAC in November. Debut for the Royal Bank of Scotland's rally car will be this weekend's Dunfermline's OC's round of the Scottish Rally Championship and Escort series, the Valentine Rally.



AUTOSPORT, MARCH 29, 1973



Second overall, the George Hill and Keith Wood partnership with the DTV Firenza.

CYTAX RALLY

A runaway win for Bob Jeffs' Escort

In the mainly dry Cytax Garages C/MN and Mexico championship rally held last Saturday night, Bob Jeffs scored a runaway win in North Wales from the opposition, winning by 11 m, a hefty margin in national road rally circles. Second place, and something of a pleasant miracle in the circumstances, was the DTV Firenza of George Hill, only 1 m ahead of the leading Mexico, Nigel Rockey. Mexico once again dominated the results, with seven of these cars in the top 10 places. The rally was based entirely upon timed to the minute sections, and was a classic in its way.

Last year, the Cytax (no "Garages" about it then) saw the first national championship event win for Bob Jeffs, an occurrence said to have been due to no small portion to the local knowledge of his navigator, Neil Wilson, from Corwen—not Colwyn Way, as we mentioned last week. This year Bob entered with David Taylor, who lives in Crews, and scored a win that was quite as convincing! It is difficult to tell whether the degree of his success was due to a mammoth enlightenment or simply that there were very few fit cars other than of Group 1 at the finish, since Bob is quite the most reticent of all the competitors of his group, and few people can ever size him up. His wife knew he had done something special, for instead of answering the usual inquiry as to the past night's activities with the customary non-committal comment, this time he uttered a "Quite nicely, thank you!" Which is as expansive a remark as you will ever get! Having followed in his wheel tracks for most of the night and studied his penalties afterwards, I reckon he must have been driving very well.

Will Sparrow entered the Cytax Garages in his Martini Group Firenza, just the sort of thing to put a rival off for good. Sparrow reached a perfection two seasons ago with his Triple C Mini that only the devastating determination of George Hill was able to better, and last season he placed all his experience and rallymanship into Mexico driving, and that led to the championship victory. This year's car, if the Minster Dales (or last year's RAC) was anything to go by, was so much more powerful than the cars

he previously found powerful enough, any one would be excused the desire to do battle with him. It should have been a walk-over. This theory had a setback last Wednesday when Gerry Marshall had the special 2.0 engine's pistons collapse on him at Silverstone, when out on a joyride in the car. So in went a 2.3 instead. Eventually after 25 sections (around one-third distance) the gasket around the oil filter bowl sprang a leak and suddenly there was no more Duckhams in the engine.

Then our friend Jeffs had every reason to worry about the DTV challenge, still on paper the most promising team of them all but they had troubles galore. George Hill's Firenza was just as we have always seen it, though now through emphasis on a Group 1 project its replacement has been delayed until after next week's Service. Meantime George is struggling on in a car that he knows he cannot really do well with, being very much overweight and under-powered. This time he was navigated by Peter Bryant, an old buddy but never before a serious rally partner, and Peter and the Firenza did not work together very well. He had terrible trouble trying to read his map, his seat bucked him around "like a trampoliner," and his map reading light kept leaving holes in the maps as he lurched up and down! Peter claims that he had six separate holes by the time they found Sparrow and Reburn standing by their abandoned car, and Reburn was able to lend him another set of maps with route ready plotted. Then again Peter

Malcolm Patrick swings his Imp.



had to navigate by torch light when the interior lights fused, for about one-third of the rally. Which is why I say their second place was almost a miracle. Frank Pearson is going through a psychological phase when nothing goes right. He has had two consecutive DTV blow-ups on the journey to the start of rallies, enough to make a man wonder whatever people will think of him, coupled with two rather disappointing special stage rally results in his Escort. Like Peter, Colin found the maps jumping around before his eyes, though eventually he caught a rock when swerving to avoid one of the countless non-competitors on the route, which bent the steering arm mounting and splayed the wheels out. Graham Beardmore's Firenza was another casualty, when the Bentley's car had a stone ricochet on to the fan, bent the blade, and gave a 9 in diameter hole appear in his radiator.

The great white hope of non-Group 1 fans was Malcolm Patrick, for his Midland Rally Team prepared Imp had had about 1 cwt shaved off it since the Bristows, when it went like greased (fied?) lightning, but he had gear selection problems, being unable to find reverse at all (staying on route was down to Neil with a vengeance) and then being unable to free the clutch which caused the engine to stall at controls. Furthermore the Birmingham dentist (Morley—who opened the course in his Porsche Carrera RS—is the Manchester dentist) had a throttle spring break, and was just about to worry about it when who should be seen by the roadside with a spare in his pocket, but Rod Badhan himself! The other Chrysler association, Conley's Triple C Clan, was going steadily albeit just behind Patrick, when a doughnut started to break up 10 controls from the end, just the time when the pressure on competitors was greatest. Other likely overall winners (and Mexico-beaters) included Martin Clark, who had oil pressure trouble in his RS1800 and abandoned before the fault became expensive and Laurie Richards in the Sky Petroleum 1275GT, which was stowed through misfiring and ultimately when the electrics failed to charge and he ran out of lights.

The highest seeded Mexico was Brookes in the Brooklyn car, which was rather poorly, according to the driver, after being tested by various pressmen recently, but despite this he had an alternator fail in the end he borrowed a battery from Del Roderick but this was to little avail. Roderick had gear-box trouble, in that second would not reliably engage, and he felt he was rapidly becoming an accident looking for somewhere to happen. Rockey, however, went well, save for his customary manifold failure, as did Dawson in the Wilment/Thor car, fitted with Kleber RS tyres, which were ideal in the dry but less happy in the wet sections later on. Roland Young retired for the first time in about three years, when a rear shock absorber came adrift hopelessly, while much improved Gillian Fortescue-Thomas had but one lapse and caught a bridge, which caused a little delay and eventually put her into the fairs. Barter's Supersport prepared car went well, as did V-dean's new car, which was bought in desperation after a series of retirements on recent events. John Edwards-Parton reached the finish but only after a broken engine mounting and with brake pads wearing out.

The rally was put together in a way one could only expect from a purposeful and experienced team. For such an insignificant club, in terms of numbers, High Moor MC never cease to amaze in the pleasure they give those who compete on their events.

MARTIN HOLMES

1 Bob Jeffs/David Taylor (1.7 Ford Escort RS1600), 34m 2 George Hill/Peter Bryant (2.3 Vauxhall Firenza), 50 3 Nigel Rockey/Pau White (1.6 Ford Escort Mexico), 51 4 Malcolm Patrick/Neil Wilson (1.0 Sunbeam Imp), 52 5 Bob Beard/Alex Greenwood (1.6 Ford Escort Mexico), 54 6 Andy Dawson/Derek Tucker (1.6 Ford Escort Mexico), 57 7 John Barter/Dave Kirkham (1.6 Ford Escort Mexico), 60 8 Kevin V-dean/Peter Vaughan (1.6 Ford Escort Mexico), 64 9 John Edwards-Parton/Dan Davidson (1.6 Ford Escort Mexico), 65 10 Steve Webster/Tony Newsum (1.6 Ford Escort Mexico), 69 Best semi-competitor: Colin Walker/John Dandy (1.6 Ford Escort Mexico), 87 Best novice: Anthony Shute/Steve Wright (Vauxhall Viva GT), 93

PURELY PERSONAL



Other side of fence

Last Saturday I took the opportunity to watch the first Oulton Park meeting of the season from the spectator enclosures rather than enjoy the privileges of the motoring press.

Since last year when lots of new sleepers were put up and spectators could not see over the top of them unless they were 7 ft tall, the circuit management have built earth banks in certain areas, such as along the Avenue into Cascades and on the outside of Knicker Brook. The improvement for spectators is unbelievable. They now have a superb vantage point from these banks and if it does start to rain, Oulton is one of these excellent places where you can park your car at a high vantage spot and watch the racing from the car.

Compared with many Oulton club meetings I have seen, the spectator enclosures last Saturday were quite full, particularly around the Cascades and Knicker Brook area and it was therefore rather unfortunate that none of the refreshment kiosks was open to serve them. The only refreshments were around the paddock area and that's quite a long way to walk from out in the country. For the 90p admission charge, I would have thought having one general refreshment truck in this area would be welcome by many people.

But the one aspect of the meeting with which spectators might not have enjoyed for their 90p was the programme of racing. To begin with there were five championship races, two heats and a final for BOC FF, an MCD special saloon race and a BP Formula Atlantic race. All these races were well-supported and produced some lively racing, but then came another special saloon race and a mixed bag of libre and clubmen's cars.

Special saloon racing is not everyone's cup of tea and to run the same cars in a second boring 10-lapper hardly encourages enthusiasm for coming to more meetings, and then to finish the day came a nondescript field of libre cars. I firmly believe that with a championship race meeting where spectators are

paying 90p, they deserve seven varied races, and not repeats or libre fiascos.

It's the same this weekend where there is another championship meeting at the circuit and in addition to the well-supported championship races, the programme is completed with a saloon car repeat and an FF-inspired libre race. Surely someone has some imagination in programme layout.

Why not have a modified sports race, or a historic race, or a Spreckley thoroughbred sports car race; or a Formula Ford or special saloon knock-out race; or even a Monoposto championship round. Any of these events would attract a better grid and more variety than having a saloon repeat or a dull libre field to add to the sponsored championship races.

I know these extra special saloon and libre races may please the competitors no end, but in a promoted championship meeting when spectators are paying 90p a time, it's the spectacle that counts and the spectator should be able to see top-line racing in these championship meetings, not novices learning to race. That's what clubmen's meetings are for.

I also do feel that there is a need for some other kind of entertainment in between the races. Last Saturday the jovial and informative startline commentator Peter Hamilton-Smith was celebrating his 100th commentary at the circuit and gave a bottle of champagne to a spectator who won a short quiz he gave out during the afternoon. The amount of interest that generated among the spectators was incredible and perhaps the idea could be expanded at all Oulton meetings.

Getting more spectator participation can only help bring in more people. So why not have such a competition (with the details given in the programme) where the prize could be champagne or a ride around with the winner of one of the races. What else could the spectators be involved in? Why not have record requests in between races, or interviews with spectators asking them about their favourites for each particular race?

These are just some of the items which struck me as I was spectating at Oulton. The place is beautifully situated and now spectators have wonderful vantage points from these new banks. What's needed now is more

imagination in the race programme, more spectator participation and better previews of the forthcoming race meeting. (For instance, telling them in the programme and on the commentary what the excitement will be at the following meeting.)

Donington Collection

Having quite a spectator's weekend, the day before the Oulton meeting I decided to spend a visit to Tom Wheatcroft's Donington Collection, and I must say I have never spent a more worthwhile £1 entrance fee for a long time. Being a keen follower of historic racing, I would have spent the whole day there if I had the opportunity, admiring such magnificent cars, many of which I'd never seen before, but some of which were old favourites like the Derby Maserati which used to be a regular contender at VSCC meetings. The cars are in superb condition and are well laid out in the vast building.

I gather there is a problem over the flight-path of the East Midlands Airport concerning the reopening of the race circuit, but there's every indication that a meeting may be run there by this time next year. In the meantime I urge anyone to make a point of visiting the Collection.

Hillclimbers

There's still one form of motor sport that is still a true sport, and that's hillclimbing. Last Friday I had the pleasure to attend the Shell hillclimb presentation in Leicester. Attended by most of the leading hillclimb exponents, the dinner went extremely well until bread rolls and paper plates were thrown from one side of the room to the other and the waitresses went on strike! A truce was called before the battle recommenced.

Shell have previously sponsored the hillclimb championship but have pulled out this year leaving the series without any sponsor at all. Very little money is required to sponsor such a series—just enough to pay for the annual dinner!—as these competitors really do drive for the fun of it. Expensive fun at that, with so many DFV-engined single seaters and other expensive ventures out to wage battle this year in what promises to be a classic year for British hillclimbing.

● Did you notice that although Grovewood Securities' results for 1972 announced last week were very satisfactory as far as overall increased profit went, the motor racing side of the business let the side down with a 40 per cent drop in profit. However, with the Race of Champions and other meetings getting big crowds, no doubt this will change this year.

● Listening to a couple of spectators at the Race of Champions: one said that with the Silverstone International Trophy being so close to the Brands race, they made the effort to go to the Kent circuit as it was the first meeting of the year, but couldn't afford to go to Silverstone so soon after. Wonder if there are many more like that, and wonder if the lucky defeat of the F1s by the F5000s will put people off.

Robert Fearnall

Peter Hamilton-Smith (left) celebrated his 100th Oulton commentary with popular champagne prizes. Here Peter interviews Atlantic winner David Purley.



It is always difficult to go back and win a rally for the second time. Not only do you have less faith in your "luck" but there is a strong psychological force working on your opponents as they don't think that anyone should win it twice running. For Achim Warmbold, our BMW and myself the 1973 TAP Rally was full of problems like this. We had won the 1972 event in the autumn and now just five months later due to a shift in the international calendar we were back to try to do it again.

Things were not quite the same however for we had a new car in the 16 valve Schnitzer powered 2002 Ti which was giving about 40 horsepower more than our more normal Alpine car from last September. The competition too was much harder for Renault Alpine had sent a full team of three cars as opposed to the two that we had to contend with before while Fiat also had a team of three cars backed up by two of last year's cars from the Portuguese agent. Thus not only were we grappling with unknowns in our own car but there was the distinct possibility that we should have to go faster and farther as well.

Things did not go well right from the start as we had to do our practice in a Group 1 2002 Ti which lost us half a day right at the beginning of the race when it shook loose some of the bolts supporting the gear-change on the way down from Germany. Of course when we arrived in Lisbon it was a public holiday for the fleets and thus we spent the whole morning grubbing around in the BMW agency to find a bolt from a standard car and fit it with a locking agent into the support. When we got up into the special stages, we found that Portugal in March has much different hill roads to Portugal in September. Only a few weeks before, there had been snow on the roads and where it had melted, the water had left channels and exposed rocks where it had run away. Usually during the summer months, the road authorities have plenty of time to get the surface back into some sort of shape but now the time was too short for so big a task to be attempted. It was clear that the rally was going to be quite rough and we had this point made quite forcibly when we put a big hole in the petrol tank on the Frialdo stage two days out from Lisbon.

Fortunately we noticed it quite soon after it had happened and we had enough petrol left in the tank to freewheel and drive down to Amarante where we were very lucky to find a welding shop. It was just going-home time for the men but at the sight of a rally car in distress, they set to work and within an hour the tank was out, soldered up and replaced. We should have been very pleased with just that but then they got carried away and decided to make a shield for the tank to prevent similar things happening again. This took much longer and it was very late that night when we got to our hotel in Viana do Castelo. For the next night we had planned to stay in the Pousada San Bento which is a famous inn set high up over an artificial lake near some of the best special stages of the rally. We rang up to book rooms but it was full so we made an arrangement with Tony Fall and Mike Wood that we would meet them at another inn at the start of the Marao test where they had rooms already booked. It was an appointment that we were not destined to keep.

We had done a lot of work that day covering seven tests each one at least twice and we were within striking distance of our objective when the rear end of the car started to make a funny noise. We got out to look and found one of the rear wishbones had cracked almost through just near the wheel. The cause was pretty evident for the car had competition springs and shock absorbers which had provided far too hard a ride for the otherwise standard suspension parts. It is an object lesson for those drivers who "beef up" their suspension for road use by fitting harder shock absorbers without any thought as to whether the rest of the bits and pieces will stand the increased stress. Anyway, we were stuck with our broken bit miles from anywhere and the only thing we could think of was to try to drive to Vila Real where there



RALLY RECORD

JOHN DAVENPORT

"I wonder just how many manufacturers can spend this sort of money on practising which must now be as expensive as doing the rally itself."

was a BMW agent. It was only 80 kilometres away over two large mountains but we thought perhaps it would hold together that long. It says a great deal for BMW drive shafts, trailing links etc that we did in fact make it though at an average speed of about 10 mph. The noise as the wheel gradually wore through the shock absorber and the tread wore off both rear tyres was incredible — so was the angle of the rear wheels to the

We parked it outside the hotel and went to sleep but when we came out in the morning, it sheared the rest of the wishbone clean off as we went to drive away and the agent had to come with a Jeep and drag it to his workshop. The service we got from BMW Portugal was fantastic for they started work immediately and ordered a new wishbone and shock absorbers up from the depot in Porto so that by the middle of the afternoon, we were mobile again, though this time with standard shock absorbers. It was nice to have the car again but it wasn't very nice to drive over the rough with hard springs and normal shocks. We very much envied the Alpine team who we met later than some day who had a full service van going round with their three practice cars and keeping them in shape and repairing them when necessary. It seems that this sort of thing is becoming more and more common, for Fiat had the same sort of thing with a service crew rendezvousing with their three cars every night. For the drivers, it is a great advantage as they can practise the stages almost flat-out at night to check the notes and always know that there is assistance at hand. However, it is also a sign of how professional the sport is at the top and I wonder just how many manufacturers can spend this sort of money on practising which must now be as expensive as doing the rally itself.

Our final episode with our ill-fated race car was on Arganil where it collided with a bank and had to be removed to BMW at Coimbra while Achim and I finished our race in a hired Volkswagen. I can tell you it was a big change getting into the rally car which by now had arrived in Lisbon. To summarise briefly, it looks externally just like any other works BMW rally car and indeed this chassis was the same one that Warmbold had used on the Austrian Alpine last year. Where you really started to notice the difference was when you opened the bonnet to be confronted with the enormous golden cam cover with Schnitzer written on it. There were only four spark plugs which was a bit of a disappointment but the twelve plug heads are for racing only. The ignition is supplied by a large Bosch transistorised unit and is fed through a distributor driven off the back of the top camshaft. It is probably not correct to speak of the "top" camshaft but it is the top one as the engine is inclined in the same way as the standard engine. Petrol and air is fed to the engine via two Solex 48 mm horizontal carburettors and the whole thing fits in very neatly, though there is very little wasted space after two big polythene cans have been fitted to collect any oil which the engine may breathe out. In fact, they take up so much room that the windscreen washer bottle is fitted in the boot!

To be frank, we expected trouble from the rear axle and consequently BMW had fitted

a heat exchanger in the axle and a water-circulating system to keep its temperature down. This would probably have worked quite well with its header tank and pump fitted where the rear seat used to be, but there was no radiator fitted in an air-stream and consequently when the water got hot it stayed hot and so did the axle. Anyway, we need not have worried as the axle ran hot but gave no trouble. We started off with a 4.75:1 ratio which gives 154 kph at 7,000 rpm but changed it to a 4.37:1 ratio giving 170 kph at 7,000 rpm as Achim was finding that the torque of the engine was so good that we were only getting wheelspin with the low axle in first, second and third gears. In any case, he had said after the first stage that the gear-change speeds with the low axle were wrong for his style of driving.

During the rally, the car behaved itself in exemplary fashion and the only thing approaching a problem that we had was a slight water leak from the horizontal pipe that puts water straight into the side of the cylinder head. A quick check of the nuts holding it on plus the hasty addition of a radiator sealing compound to the water in the system and the problem was cured. The car was much easier to drive despite having more horsepower than previously. The only thing I can say that I noticed was that we were losing a bit of time coming out of corners when the additional power and torque was making the car go a lot more sideways. It seems likely that a bigger section rear tyre is called for to get the power down and, good though they are, we were wearing out the Pirelli MS 35 in just a couple of dirt stages. Sig Gariboldi of Pirelli has some 195/13 and 205/13 MS in the pipeline so that this won't be a problem for too long.

It came as something of a surprise to find so much dust on the Portuguese roads in March for the weather was very good with no sign of the expected rain. Cesar Torres said that he thought it was most unusual for that time of year and was sure that the good weather had been ordered up specially by the tourist board to impress the journalists. The dust was quite a problem for all of us except Bernard Darniche who having done best time on the first test, then started first on the rest of the rally. After the halt in Viana do Castelo, Torres did his best to ease the problem by starting the first 15 cars at two minute intervals which made things much better, but even then you could find patches of the stuff hanging around.

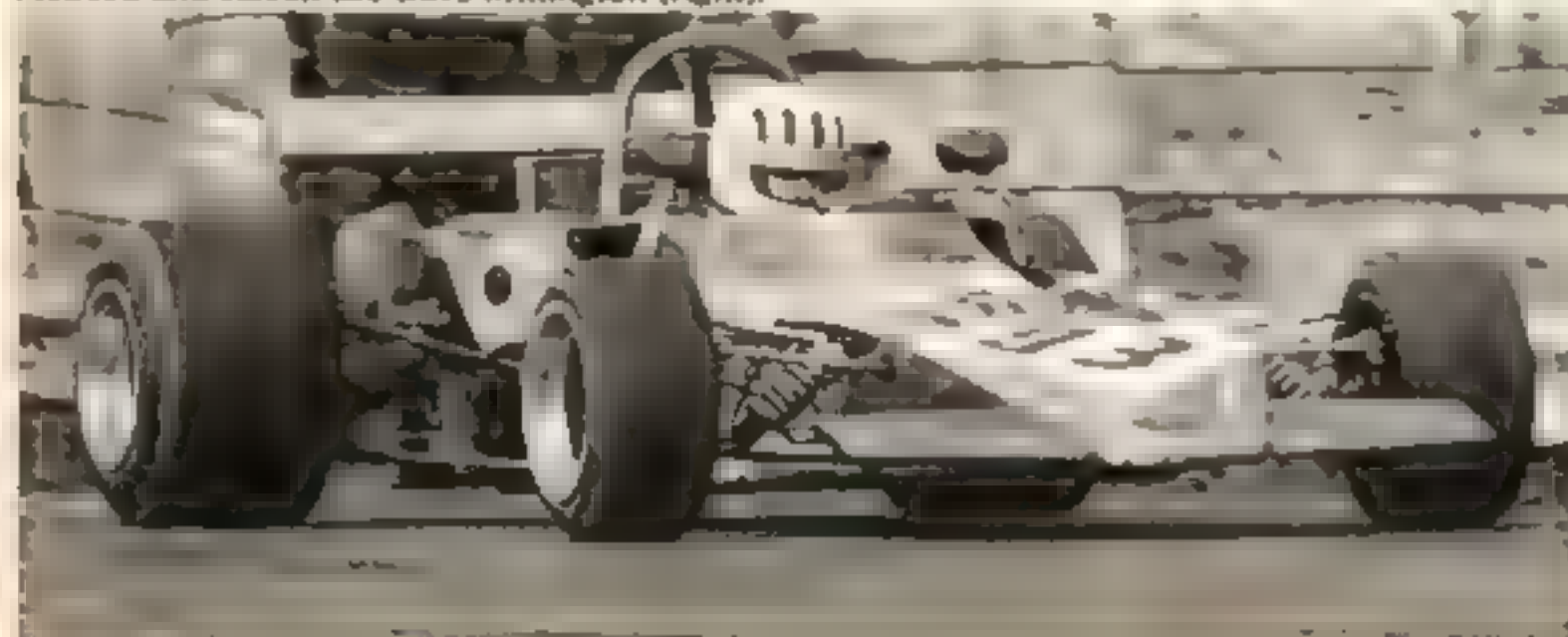
At Viana, we were third overall just a few seconds behind Therier and with so many cars left in, the general feeling was that the moment had come to attack. Perhaps this was why so many cars suddenly retired! For us the end came when we drove off the infamous Senhora da Graca test to find that the car no longer answered properly to the steering wheel. The mechanics couldn't find anything so off we went—but a bit slower. The next thing to happen was that the rear axle water escaped through a broken pipe and sprayed all over us. With all that steam, we thought the car was on fire and stopped to get out before realising our mistake. Shortly after that we hit a tree stump while Achim was fighting to hold the car on its rather rocky steering and that bent the drag link and from then on we were reduced to a crawl and that was that.

The 1973 Oulton Park season got under way last Saturday with a well-supported Mid-Cheshire MRC meeting comprising seven races. The opening round of the BP Formula Atlantic championship gave David Purley his second win in as many starts in the formula with his immaculately prepared March 722. As at Mallory in the opening Yellow Pages round, his greatest adversary was Royale works driver Tom Pryce who might well have taken revenge but for a very agricultural foray on the penultimate lap. Donald MacLeod brought his brother's ancient ex-Dave Shaw Merlyn Mk 11 back to its old haunts and won his second BOC race of the season by a hair's breadth from Oulton expert Derek Lawrence. The other races were less than spectacular and there was a sameness about the programme which suggests that some more imaginative promotion is required from the circuit's organising clubs if the spectators are to be attracted back. MCD has played its part over the winter by building new terraces in the spectator enclosures to provide better viewing, although refreshment facilities are still pitifully scarce, the competitors do their best, so it's now up to the clubs.

There were plenty of Formula Ford drivers wanting to chase BOC points so two heats were laid on to sort everyone out. There were several promising new faces to be seen showing a fair turn of speed but in both heats it was a "veteran" who was dominant. Derek Lawrence, despite a heavy cold which had kept him in bed for two days before the meeting, had the works/Smithmen Otis Dulon MP15 much more to his taste than before and was very little troubled in leading heat one from pole position to the chequered flag. Behind the orange car there was an enterprising dice between Stephen South's Ray and Tiff Needell's Lotus 89F which involved much place-swapping until South ended yet another promising run with a spin, this time into the sleepers at Knickerbrook. A three-car battle for fourth between Syd Fox's Hawke DL10, Terry Fisher's Merlyn Mk 20A and Denny Shattuck's Elden Mk 10 was reduced by one when the Elden's radiator was pierced by a stone from Fox's Camel and the American camshaft expert retired without water. Fox used all his considerable experience to usurp the promising Fisher on the last lap to take what turned out to be third after South's loss of direction.

Donald MacLeod intended to buy a 1973 Hawke this year but who needs the latest equipment when a 1968 Merlyn goes so well? Part of the secret is a very good Scholer engine and the Scotsman can certainly drive as he showed by dominating the second heat even more thoroughly than Lawrence had the first. A shower of rain began to fall in this one which upset one or two people, particularly Richard Hawkins who was linking well with his Titan Mk 6 and fastened on to the Merlyn Mk 24 of Bob Arnott and Roger Manning's Elden Mk 10. First round winner Dick Parsons came along to join in the fun with the Mace Royale RP3A and chaos reigned at Lodge on the sixth lap when Hawkins spun out of second, while Manning had already spun at Knickerbrook before resuming with a trailing link which was not part of the designer's intentions, and John

Tom Pryce climbed to second before his indiscretion, finishing seventh. Above, FF victor Donald MacLeod and saloon ace Dave Millington (right).



OULTON PARK

Purley's Atlantic victory but Pryce stars

Crowe had revolved his Merlyn Mk 17 out of the group at Old Hall. So MacLeod won by a distance with Arnott second from a fast-closing Rob Wicken (Merlyn Mk 17A) and Parsons. All in a bunch behind came Roger Bruce-White's Dulon LD9, MP15, Mike Taylor's Paluser WDF1 (which recovered well from a first-lap spin at Esso), Peter Harrington's Cougar 73F, and Mike Young's Hawke DL10 with Hawkins in hot pursuit.

The final brought Lawrence and MacLeod together in a clash which totally overshadowed the other performers who just faded into the distance on a much drier track. Both men would be a credit to F3 and their tactical manoeuvring was fascinating to watch as they tried to place themselves correctly for the last lap. The lead changed constantly, usually at Knickerbrook, but it seemed that Lawrence had played his cards right when he moved sweetly past the Merlyn at Knickerbrook for the last time. But MacLeod's brain was still working hard and he remembered how Roger Williamson had beaten Dave Walker at Lodge by forcing the leader to take a very tight line. Sure enough, the Dulon hugged the inside and MacLeod ran round the outside to draw alongside through Deer Leap. A fitter Lawrence might have coped with the situation but he left sufficient room for the potent Merlyn to come alongside and scrape across the line first by a layer of paint.

The rest, led by Arnott, were nowhere. Wicken was initially fourth but was over-come by Parsons and fell in with Harrington, Manning, and Needell. This hectic bunch was all sorted out on the last lap at Cascades when the Cougar lost its brakes and Harrington spun helplessly across the track. Manning executed a truly phenomenal avoidance and held on to fifth with Needell scurrying into sixth from a delayed Wicken. Fox retired from an early seventh with gearbox trouble, Taylor spun and retired with no brakes and Hawkins tested the sleepers at Old Hall with resultant body damage.

Whatever happened to MCD's sponsor for

its special saloon championship? The entry for the third round was distinctly thin in quality although there was almost a capacity grid. Faced with a wet track, everyone who had them plumped for wet tyres although the rain had stopped. This suited some better than others and particularly John Chappel who looks all set to continue where he left off last year with his ultra fast 1.3 Cooper S. Second fastest to Dave Millington's Brook Hire Firenze in practice, he took full advantage of the wet surface to open up a good lead which the Vauxhall driver could only partly reduce as the track dried near the end. Tony Sugden's Brook Hire Lacort TC was third throughout but Bob Fox, usually the man to beat in the 1300 class, had to work hard for fourth and second in class to Chappel on this occasion, running his Mini twin-cam on the dullest of Dunlops. Rob Mason's Peter Vickers-tuned Mini was outpaced by Ray Edge's Holbay-powered specimen to take the 1-litre class and fifth overall, Peter Baldwin having failed to negotiate Old Hall on slicks on the warming-up lap and making his Cooper S less than its usual immaculate self. Neil Duncan's all steel Longman-powered Mini was a thoroughly convincing winner of the 850 class, while the Group 2 Longman Cooper S of Paul Burt retired from seventh with a puncture.

After the healthy grids for the first two Yellow Pages rounds, the entry for the "club," BP-sponsored Formula Atlantic championship was rather disappointing. Only 16 cars practised and two of these never made the grid after Robert Sakebury had hit the barrier at the top of Deer Leap in practice with the Gerard Racing Surtees TS15 and badly kinked the monocoque in what was otherwise a relatively minor shunt while Jas Patterson, after a good practice time, lost his March 722 on the warming-up lap on the still-wet track. Choice of tyres was all-important but only David Purley, Tom Pryce and John Nicholson, who had emulated Sakebury in practice but with less damage to the Lynxer, elected to start on slicks. Colin Vandervell wanted to swap over on the Team Triplex March 732 but was told there wasn't time by the officials.

In practice Cyd Williams in Graham Eden's Brabham BT40 had reaped the benefit of a week's testing by taking pole position with a time of 1 m 48.8 s on a wet track but his time was later equalled by both Purley and Vandervell with Pryce firing up behind on 1 m 47.6 s after a bout of O-ring trouble. Patterson should have been alongside but was a whole 2 s slower. Williams's red Brabham went straight into the lead from the start chased by Purley, and Mike Mather in the ex-John Calvert March 722 but the latter was soon deposed by Vandervell who had made a slow start. Not as slow as Pryce's, however, for the Welshman was down in seventh position as the race completed lap one. Cyd's initial spurt had taken him clear of Purley but the March driver was soon closing in as the racing line dried out. Vandervell came along too while Pryce swiftly moved into fourth as Mather withdrew to the pits with a slipping clutch after his electrifying start.

By lap four Purley was safely into the lead while Vandervell was up into second a lap later although unable to draw away from Williams in the Purley manner. It was Pryce's progress which was the centre of attention now for it was only a matter of time before the wet-shod Vandervell and Williams were behind him and he was off after Purley. The gap grew to over 11 s to the leader at half distance in the 15-lap race but then it started to come down. It still seemed a hopeless task



but a bunch of backmarkers intervened and Pryce showed himself to have one of the hallmarks of a talented driver by slicing through them on all sides on any old line in half the time it took Purley, who by now was suffering from a misfire to add to his worries. On the 13th lap the two cars were nose to tail with a clear run to the flag and the odds favoured the Royale which promptly understeered off into the long grass at Cascades on the penultimate lap.

The drama was still not over, however, for Purley, now completely unchallenged, lost it at Old Hall as he started the last lap. The dark blue March kissed the barrier, deranging the engine cover, but staggered on to complete the lap still with a decent margin over Vandervell and Williams. Nicholson, after a spin at Esso early on, settled down to a progressive drive which brought him through to fourth on the road, only to be relegated 10 s and one place for not switching off his engine on the grid. This left Ken Bailey with a pleasing fourth in the ex-Cyd Williams March 723 on his home circuit while the only other cars unlapped were Jim Murdoch's Tul BH2 and a disappointed Pryce.

The second special saloon race for the Alan Brown Trophy was strictly for the competitors. Entertainment value for the crowd was pretty low as, on a dry track, Dave Millington took the Firenze further and further away from John Chappel who was an equally lonely second. Sédric Bell, who had not entered the MCD race, drove his screaming Mini-Ford to third place overall, a class win and a new class record, the only one of the day while Roy Yates's rumbling 5-litre Ford Zodiac-Chevrolet stayed ahead of Gordon Foster's Anglia 4/e for fourth. Foster Bell and Tony Sugden's Escort TC had been involved in a little perling at the start which sent Sugden into the pits with minor body work damage. An interesting entry in this and the earlier saloon race was a Hillman Imp driven, and built up by Norman Dickson, the 20-year-old son of ex-Ecurie Ecosse and Lotus 15 driver Tom Dickson. In his first ever meeting Dickson was running sixth overall in this second race until forced to retire with overheating. He could be a man to watch.

The combined formula libre and clubmen's finale was a funny old race which was won in the end by the smallest car in the race, Derek Walker's Ladybird Mk 10, from the largest, John Campbell's Surteen T58B. The most likely winner, Ian Mawby's Lotus 49, retired from a comfortable lead at half distance when a front wishbone fractured at the weld. The fastest car on the track after this was the clubmen's Haggispeed Mk 2 of Mike Sales but this was recovering from a first lap spin at Easo and Sales only made it back to fifth. The Formula Ford class went to Terry Horrocks' special, which spun, after John Murphy's Hawke DL10 had retired with broken gear linkage while Dave Rees, in third overall, won the larger clubmen's class in his ex-Ray Mallock 1/2 Mk 31.

IAN TITCHMARSH

MacLeod (Merlyn) leads Derek Lawrence's works Dulon at Old Hall.

**THRUXTON**

Taylor's hollow F3 victory after Brise wins on the road

Sunday saw Thruxton's limited racing season open in the same way that it finished 1972: wet. The all championship meeting attracted a good crowd who saw Roger Bell extend his Britax points lead, and Ian Taylor become the third F3 race winner in as many races, although Taylor himself called it a hollow victory after the entire front row of the grid

and Russell Wood were penalised one minute for jumping the start, thus depriving Tony Brise of a well controlled win on the road. Not only Brise, but the entire front row plus Russell Wood and Mike Wilds suffered the penalty, which would indicate a major hesitation by the starter with the flag. Organisation was in the hands of the BARC SW centre, who, in attempting to come to terms with the local residents, offered a mere twelve lannoy speakers to the paying public, but ran the meeting efficiently.

Practice saw Tony Brise quickest of the F3s with 1 m 30.2 s on the wet track, in his Kent Messenger sponsored GRD-Holbay 373 with Damien Magee beside him in his JFM Supplies sponsored Palliser-Novamotor WDF3 on 1 m 31.8. Sharing the front row was Alan Jones in the DART GRD-Vegantuna 373 with 1 m 32.8 s. Row two held Ian Taylor's Baty March-Holbay 733 and Russell Wood's Chequered Flag Novamotor powered March 733.

Magee was obviously the man of the race, shooting off to lead the first lap of the 16 lap Forward Trust race, closely pursued by Brise, Taylor, Wood, Jones and Mike Wilds in the Dempster Developments Ensign-Holbay LN/73. Brise, challenging Magee, spun after the chicane leaving Magee with 100 yards to Taylor, Wood and then the recovered Brise. The next lap, Brise got in front of Wood but was retaken again after the Chicane, while lap four saw Taylor, Wood and Brise close up together, and close on Magee. Brise moved up again the next lap to third, which became second one lap later when Magee hit the bank at Village and rolled the three-year-old Palfrey several times, fortunately without injury to the driver, who had become quite a hero with the Chicane crowd. Taylor now found himself in the lead, but Brise was closing, taking the March on lap eight, never to be headed. Taylor opened up a small gap, while fourth placed Alan Jones was swapping places with Mike Wilds who had slowly reeled him in. Lap 11 saw the departure of Russell Wood when a drive shaft sheared on the March, surprising considering the lack of strain involved due to damp conditions. And so the race ran out, with Brise leading on the road, but finally taking third. Second place, after Jones and Wilds had been penalised, went to Andy Sutcliffe's Reynard Royale-Novamotor RP11A after a steady drive, in which he found his low profile rear tyres lost him a whole gear on his high profile shod rivals. Brise was next up with Masami Kuwashima (Reynard GRD-Holbay 372) fourth after a spin.

The day commenced with the first half of the Blue Circle modsports field, the 1151 cc to 2000 cc, and the 2001 to 3000 cc classes. With Gerry Marshall on pole, making a return to modsports in the Victor Raysbrook Elan that Dave Brodie used to such good effect at this circuit last year, a good race was promised. It was indeed Marshall who streaked away off the line, pursued by Jon Fletcher (1.8 Elan) and Des Keech in the ex-Andreason 1760 Marcos. Keech was demoted by Richard Jenvey (1.3 MG Midget) for one lap, until his engine went on to two cylinders, so Keech had the place again for one lap, until a burnt out clutch dropped him into the hands of Ed Stephens in the ex-Hough 3.0 TVR Tuscan, now sponsored by Alpine Double Glazing. However, also on the third lap, the tigering Elans of Marshall and Fletcher did an about face, with the latter opening up 2 s by lap four, the duo having 26 s over Stephens. Keech meanwhile lost another place to yet another Elan, this being the 1.8 version of John Evans. Lap seven saw the Raysbrook Elan lose a little paint when Marshall had a slight coming together

with the Team Ziebart 1.3 Sprite of Tony Williams, this dropping him to sixth, although he had climbed to fourth by the end, followed by Ian Gemmell (1.8 Marcos) and Mike Westminster (2.7 Austin Healey 100 M).

Next up were the two baby classes in the Forward Trust saloon car championship, the 851 cc to 1000 cc and the 1001 cc to 1300 cc classes. On pole was the Trustee Savings Bank 1.3 Cooper S of John Watts. Despite a considerable challenge from David Boon's similar car on the second lap, Watts led the field without being headed. Second throughout was Boon, while third was initially the 1.0 Team Hartwell Imp of Ray Payne, but on the third lap he was passed up the hill by John Coundley's 1.3 Cooper S and on lap seven, by Bernard Morley's M and S International 1.3 Cooper S, who then proceeded to catch Coundley, and he credited with the same time. Payne, in fifth, was the first small class car home, followed in sixth by Les Nash's similar G2 car. Seventh was the Marque Cars Racing, Leicester entered 1.0 Cooper S of Martin Sellicks, who had a good start to be fourth on the first lap.

Jeremy Lord began 1973 as he finished 1972 by leading home all sizes and shapes of sports cars in the opening MN/Castrol series. From pole position he took his Minilite 1.8 Lola Hart 212 to a 30 s lead after six laps, and over a minute by the end. Initially second was Lyndon Thorne's 1.3 Aldon, until John Markey took the Paul Gresham 5.0 Lotus-Gurney/Westlake 30 into second, despite only having seven out of eight cylinders. Thorne disappeared to the paddock shortly after, so third was taken by John Calvert (1.3 Royale RP 6), from Peter Long's Lola 212. Lol Hopkins initially held fourth in the CanAm 8.1 BRM, but he lost the oil pressure, staggering on to finish and gain another signature. The event suffered considerably from non-starters, including the two Boothby Groves for Chris Appleby and Tim Goss, James Bell's Chevron B19 21 and John Jordan's McLaren M6B. However, Lord must have been pleased, beating his lap record for the class by over 2 seconds.

Next up were the Britax Group 1s, and some pretty strange times saw Bernard Unett sitting next to poleman Gordon Spice, where were the BMWs and Camaros? The lone 3.0 Si of Roger Bell was on the second row, and the Bush Telegraph reported that Richard

Lloyd's car was sitting on the M3 with the bonnet up. Rob Potter's Camaro never turned up, and although Les Leston was present, there was no car for him. Tony Lanfranchi was doing Moskvich duty, so there was only Mrs Wendy Markey to support Bell, in the Cronk 2002 Ti. Spice's Wistaria-entered Capri 3000 was first off the line, but by Campbell it was the Rothmans BMW leading with Spice second, the Capri of John Hanson third, in front of Jim Edwards' car, John Brandley's unstable-looking example and E-type driver Tony Shaw's similar car Unett following the massed Fords. Spice left the fray briefly on lap two spinning at the Chicane and denting the Arnco with the Ford. Lap four saw Hanson, Edwards and Shaw entering into battle for second, the place going to Edwards after Hanson's seat came unwelded. Shaw was next up with Brandley fourth followed by the recovered Spice. Unett easily took the next class down from the stable-looking Frenza of Deras Thorne. Ivan Dutton (Escort Sport) was closely followed home by Richard Mortimore's Rescalt Seat sponsored similar car. Tony Lanfranchi was showing pupil Eric Horsfield how Thruxton should be done in a Moskvich, but the pupil became over-ambitious and rolled the car at Cobb, escaping unhurt, they even drove the car home afterwards! Second therefore, in class was John Worton in the Westover Mini.

So it came to the biguns and littleuns: the up to 1150 cc modsports and the over 3000 cc cars. Poleman was Brian Hough in Ted Worawick's 5.4 TVR Tuscan V8, and despite the car grounding because of the low profiles, he took this huge monster to a flag-to-flag victory in fairly wet conditions. Next to him should have been Thruxton specialist John Burbridge (3.8 Jaguar E), but he disappeared shortly before the start in search of some wet boots, and was never allowed to rejoin the field. So, Hough disappeared in close company with John Pearson (Jaguar XK 120), although Hough was just keeping the Jaguar at bay behind them came Brian Cutting substituting for the injured Robin Gray in the LawrenceTune Morgan plus 8, until the car started overheating and Christopher White's 4.7 Tuscan inherited the place. White began to close on Pearson, but in the rain fell back into the clutches of none other than Bob Jarvis in the Davrian.

Both Jarvis and Johnny Blades (1.0 Clan) were giving their cars their racing debut and were starting with 10 s penalty from the back of the grid. The Clan climbed to sixth with the Davrian fifth until loss of oil pressure sidelined the Washington-based car. However, on the last lap, Jarvis continued his climb, overtaking White and finishing an excellent third in the 1.1-litre car. White was fourth, while fifth was John Stapleton in the Morgan plus 8, followed by Lord Cross's Cobra. Next up was Roger Cowdry in his G4 running on three, the ex Alhson Davis G15 not yet operational as Cowdry blew an engine in private practice.

Once again it was the biguns and the littleuns in the second Forward Trust special saloon race, with the over 1300 cc and up to 850 cc cars doing battle. On pole, and bargaining for the rain to stop for his slicks, sat Gerry Marshall in the Thames TV 2.3 Firenza, and it was he who led off the line, from G2 man Mike Crabtree in the Widdment 2.0 Escort and former Anglia driver, John Turner in a similar car with Broadspeed bits and a BRM engine. By the end of the first lap Brian Cutting had the 3.0 V8-engined Escort, now with the engine two feet further back, in third place. Next time round, it was Cutting from Turner with Marshall third, Crabtree fourth and Vince Woodman in his G2 Escort, fifth. However, it was a day for rain tyres, and after some worrying moments with expensive motor cars, both Crabtree and Woodman called it a day, leaving the place to Peter Crouch's 850 Mini from John Morgan's 3.8 Jaguar Mk 1, which is how they finished. Late in the race Richard Peachey-Austin went into the Village ditch very hard in the Mini, doing the car a lot of no good, but not injuring himself despite lack of roll bar.

BOB CONSTANDUROS

Blue Circle Modified Sports cars, 2001 cc to 3000 cc, and 1151 cc to 2000 cc (10 laps) 1. Jan Taylor 15 m 23.2 s, 91.67 mph 2. Ed Stephens 15 m 23.2 s, 91.67 mph 3. John Evans 15 m 23.2 s, 91.67 mph 4. Gerry Markey 15 m 23.2 s, 91.67 mph 5. Lotus Ean 15 m 23.2 s, 91.67 mph 6. Fastest lap 15 m 23.2 s, 91.67 mph

2001 cc to 3000 cc (10 laps) 1. Stephens 15 m 13 s, 88.89 mph 2. John Worton 15 m 13 s, 88.89 mph 3. John Coundley 15 m 13 s, 88.89 mph 4. John Markey 15 m 13 s, 88.89 mph 5. John Calvert 15 m 13 s, 88.89 mph 6. Fastest lap 15 m 13 s, 88.89 mph

1001 cc to 1300 cc (10 laps) 1. John Watts 15 m 13 s, 88.89 mph 2. John Coundley 15 m 13 s, 88.89 mph 3. John Markey 15 m 13 s, 88.89 mph 4. John Calvert 15 m 13 s, 88.89 mph 5. John Watts 15 m 13 s, 88.89 mph 6. Fastest lap 15 m 13 s, 88.89 mph

Forward Trust special saloon cars, 2001 cc to 1300 cc (8 laps) 1. John Watts 15 m 13 s, 88.89 mph 2. John Coundley 15 m 13 s, 88.89 mph 3. John Markey 15 m 13 s, 88.89 mph 4. John Calvert 15 m 13 s, 88.89 mph 5. John Watts 15 m 13 s, 88.89 mph 6. Fastest lap 15 m 13 s, 88.89 mph

Motoring News/Castrol sports GT cars over 1600 cc, 1201 cc to 1600 cc and up to 1300 cc (10 laps) 1. Jeremy Lord 15 m 13 s, 88.89 mph 2. John Markey 15 m 13 s, 88.89 mph 3. John Calvert 15 m 13 s, 88.89 mph 4. John Watts 15 m 13 s, 88.89 mph 5. John Calvert 15 m 13 s, 88.89 mph 6. Fastest lap 15 m 13 s, 88.89 mph

Over 1650 cc class: 1. Markey 15 m 09 s, 93.68 mph 2. 10 m 11 s, 81.82 mph 3. BRM CanAm 15 m 11 s, 81.82 mph 4. Markey 15 m 11 s, 81.82 mph 5. 10 m 11 s, 81.82 mph 6. Fastest lap 15 m 11 s, 81.82 mph

1201 cc to 1650 cc class: 1. Lord 2. Peter Long 15 m 11 s, 81.82 mph 3. Frank Aston 15 m 11 s, 81.82 mph 4. 10 m 11 s, 81.82 mph 5. 10 m 11 s, 81.82 mph 6. Fastest lap 15 m 11 s, 81.82 mph

Up to 1300 cc class: 1. John Calvert 15 m 11 s, 81.82 mph 2. Les Ayton 15 m 11 s, 81.82 mph 3. Brian Baker 15 m 11 s, 81.82 mph 4. Lyndon Thorne 15 m 11 s, 81.82 mph 5. 10 m 11 s, 81.82 mph 6. Fastest lap 15 m 11 s, 81.82 mph

Britax Group 1 Production saloon cars over 1100 cc (8 laps) 1. Roger Bell 15 m 11 s, 81.82 mph 2. 10 m 11 s, 81.82 mph 3. 10 m 11 s, 81.82 mph 4. 10 m 11 s, 81.82 mph 5. 10 m 11 s, 81.82 mph 6. Fastest lap 15 m 11 s, 81.82 mph

Up to 1600 cc class: 1. Tony Lanfranchi 15 m 11 s, 81.82 mph 2. John Worton 15 m 11 s, 81.82 mph 3. John Coundley 15 m 11 s, 81.82 mph 4. John Markey 15 m 11 s, 81.82 mph 5. John Calvert 15 m 11 s, 81.82 mph 6. Fastest lap 15 m 11 s, 81.82 mph

Blue Circle Modified sports cars up to 1150 cc, and over 3000 cc (10 laps) 1. Brian Hough 15 m 11 s, 81.82 mph 2. John Worton 15 m 11 s, 81.82 mph 3. John Coundley 15 m 11 s, 81.82 mph 4. John Markey 15 m 11 s, 81.82 mph 5. John Calvert 15 m 11 s, 81.82 mph 6. Fastest lap 15 m 11 s, 81.82 mph

Up to 1150 cc class: 1. Jarvis 15 m 11 s, 81.82 mph 2. Roger Cowdry 15 m 11 s, 81.82 mph 3. Brian Lambert 15 m 11 s, 81.82 mph 4. John Worton 15 m 11 s, 81.82 mph 5. John Coundley 15 m 11 s, 81.82 mph 6. Fastest lap 15 m 11 s, 81.82 mph

Over 3000 cc class: 1. Hough 2. Pearson 3. White 15 m 11 s, 81.82 mph 4. 10 m 11 s, 81.82 mph 5. 10 m 11 s, 81.82 mph 6. Fastest lap 15 m 11 s, 81.82 mph

Forward Trust special saloon cars over 1300 cc (8 laps) 1. Brian Cutting 15 m 11 s, 81.82 mph 2. John Turner 15 m 11 s, 81.82 mph 3. John Worton 15 m 11 s, 81.82 mph 4. John Markey 15 m 11 s, 81.82 mph 5. John Calvert 15 m 11 s, 81.82 mph 6. Fastest lap 15 m 11 s, 81.82 mph

Up to 850 cc class: 1. Crouch 15 m 11 s, 81.82 mph 2. Robin Brooks 15 m 11 s, 81.82 mph 3. Dan Harris 15 m 11 s, 81.82 mph 4. John Worton 15 m 11 s, 81.82 mph 5. John Coundley 15 m 11 s, 81.82 mph 6. Fastest lap 15 m 11 s, 81.82 mph

Forward Trust formula 3 cars (15 laps) 1. Jan Taylor 15 m 11 s, 81.82 mph 2. Andy Sur 15 m 11 s, 81.82 mph 3. Tony Briggs 15 m 11 s, 81.82 mph 4. Masami Kuwahara 15 m 11 s, 81.82 mph 5. 10 m 11 s, 81.82 mph 6. Fastest lap 15 m 11 s, 81.82 mph



Roger Bell leads Spice at the chicane before the latter's spin. Below left: F3 winner Taylor leads Brise and Russell Wood; and right, John Watts leads the small special saloons.



Colin Chapman is the chairman of Team Lotus Ltd, and appears on the letterhead of John Player Team Lotus as its team manager. But while Chapman retains a very firm overall control, he leaves most of the day-to-day running in the hands of Peter Warr. A one-time Army officer, now a serious-faced 34-year-old, Warr has been with Lotus one way or another (except for a brief period) ever since 1958, and for the three past seasons he has been Team Lotus's competitions manager. In that period, Warr has been a vital part of the effort which has carried the team to two World Championships.

"Just how my name appears on the letter head is of no great concern," he insists. But isn't there some sort of confusion in their rôles? "Not at all," says Warr, "there's no confusion in my mind. Colin Chapman owns the team, he runs the team and decides the overall policy which he has laid down—very often in consultation with myself—as to which is the best way we think we should be going.

"I carry out those requirements, and take such decisions as are necessary to fulfil the objectives which he has laid down. And our prime objective is to work within our budget and to win motor races.

Team Lotus experience is that to make money in any one year, it is vital to win the World Championship. As a gifted spokesman for the Formula 1 Association, Warr campaigns hard and persuasively to improve the lot of his fellow constructors, but this in no way interferes with his job of bringing another World Championship to Hethel in 1973. In spite of his previous eight years with Lotus, Warr had never managed a racing team before being invited by Chapman to rejoin Lotus in 1969. But his undoubted administrative ability was acquired as a Lotus employee in the Cheshunt days of Lotus Components, and he had a solid background of racing politics from his own days as an international Formula Junior driver. He is capable of dissolving an

Managing the champion

A profile of Peter Warr by MIKE DOODSON

objectionable official—or even one of his own mechanics—with just a few well-chosen expletives. Yet he has the same capacity for hard work and long hours that took Chapman to the top, and it inspires others to similar efforts.

This parallel with Chapman's own ability is no accident. Warr is devoted to his boss, and theirs is a partnership which has no equal anywhere else in racing. "There's only one other person in the world apart from myself for whom I would work, and that is Colin. I have an enormous respect and admiration for the man, and I only wish that whoever is responsible for these things had endowed me with his brains and his guts and his ability to work, then perhaps I'd have been as successful as he has. In point of fact, I'm not, and so I'm not at all sorry. I'm simply happy doing something I like for someone whom I respect and admire."

Like so many other Lotus employees, Warr came to work for Chapman by a coincidence. He was born in—of all unlikely places—Persia, in a town named Kermanshah, in June of 1938. His father was a banker, and it wasn't until Peter was eight years old that he first came home to England. Eventually he was packed off to school at Malvern, which he represented at cricket, soccer and racquets while he was still in the process of acquiring O- and A-level GCE certificates.

Mr and Mrs Warr didn't return permanently to the UK until 1952, and promptly made the

mistake of buying a house which was only a mile away from Brands Hatch. Peter immediately became interested in racing, although at the time he intended joining his father's profession and in fact passed the Bankers' Institute examinations. A month later he was called up ("It was all the excuse I needed to get out of banking") and was commissioned into the Royal Horse Artillery.

In order to get a Hong Kong posting, Lt Warr had signed on as a regular for an extra year, but the day he was due to go on embarkation leave he smashed his knee in a test firing. "Some idiot persuaded me that it was OK to play soccer on it, and that really finished it off." Eventually he was invalided out of the forces after 23 months.

With a keen interest in matters automotive demob leave was spent writing around the motor manufacturers for a job. "My travels also took me to Horsey and the Lotus shop. There wasn't any security in those days and I just walked in," he recalls. "I'd been there half an hour before anyone took any notice, and then someone said 'Here, don't just stand there, give us a hand.' I was given a spanner and told to get on with it!"

Minutes later, sales manager Colin Bennett walked in, and Warr was quick to engage him in conversation. His persuasive powers were evidently already well developed: "I was signed up on the spot as Colin's assistant for £500 a year." When Bennett left, three or four months later, Warr realised that he had in effect been promoted to sales manager without ever being officially informed of the fact. "All of a sudden I was handling sales... it just sort of happened."

A year later, in 1959, the Lotus factory was moved to Cheshunt, where Elite production got under way. With road and racing cars being built alongside each other, Warr rapidly got a hankering to go racing himself. Because the boss himself was still indulging in the occasional ferocious saloon car duel, he met little discouragement. The opportunity came in 1960 to buy a rather special Lotus 7 which had been built for Graham Hill to drive at the televised Boxing Day Brands Hatch meeting of 1959. Graham took the car to a well-publicised Boxing Day victory, and it subsequently became the factory demonstrator.

So P. E. Warr became an amateur racing driver, and after a couple of early entries had been refused, the name began to appear in the club race results. "I raced it everywhere in 1960, and did all sorts of events as well as 30,000 miles on the road. In fact, that car gave me a season's racing and two continental holidays: after that I sold it to a bloke in Australia, where I heard that he had entered 65 races and won 56 of them!"

Throughout 1960, the new Lotus factory was very busy building the rear-engined type 16. "I'd always reckoned single-seaters, but there was no way I could figure out of jumping the queue," says Warr. "When I got my hands on one it was right at the end of the season, and about the last one we made. "I entered it for the Boxing Day Brands. They always had oodles of entries, so they arranged two races. As I recall, Jimmy Clark won the race for the hotshoes, and I won the one for the rabbits after a great carve-up with John Fenning."

The "rabbit" days were soon over, and it wasn't long before Peter Warr was becoming something of a well-known British driver on the continent. Always racing "last year's" car—though invariably a well-developed version—he continued for four more seasons. Apart from a trip to Japan in 1963, when he won the Japanese Grand Prix at Suzuka

Chapman and Warr with last year's F1 cars and some of the JPS personnel.



driving a 1650 cc-engined Lotus 23 sports car (he had taken it there on a "sales trip" with the connivance of Lotus fanatic and journalist Jabby Crombac). Warr had to do all his racing as an amateur.

The start money took a dramatic leap upwards after the 1962 Eifelrennen at the Nürburgring, which Peter won with his Lotus 22. "That gave me a tremendous amount of satisfaction, because it must be every racing driver's dream to win at the Nürburgring, and to stand on that pedestal which they've had there since before the war, and to stand there with that wreath around your neck . . . I must admit that I get a peculiar and different thrill each year when I go back to the 'Ring, because of that.

"In those days you could go on the continent and pick up good start money, so I did as many races as possible. I had to work full time at Lotus, so I used to prepare the car at home, take it to work on Friday, catch the midnight boat and tip the purser a quid for a sleeper. We used to return on the Sunday midnight boat, and this meant that I could be back at the office on Monday morning."

There were far fewer British drivers racing on the continent then, and Warr says it would be difficult for a modern-day F3 driver to follow his example. "One of the big differences, of course, is that I used to get offered very good money to go everywhere, whereas very often now you go for nothing and come back with nothing too, sometimes."

"I worked it out over four seasons of racing, and bearing in mind that I always used to buy my car and spares at the factory, at discounted prices, and I used to be able to sell them well at the end of the season (because they were usually competitive cars in pretty good condition), I think that my four seasons of FJ racing found me £200 down the pan, or something. But I was getting £130 or £150 to start at the Nürburgring, and in those days you could get your Cosworth engine seen to by Cosworth in Edmonston in two days for £35! So really we're talking about a different deal altogether."

Why, then, did he give it all up? "I gave up partly because I was getting married, not because my wife was bringing any pressure to bear, it was just that the sale of the racing car released funds to buy things like a house and furniture. And I also gave up because I think I had established that I didn't have what it takes to be a really good racing driver. I'd only ever be a 'fun' racing driver, and I'd had a lot of fun. If I'm completely honest with myself, I suppose one of the reasons was that having had a lot of fun, I didn't want it all to end suddenly. And I'd had some fairly nasty accidents . . . In a sense I could see that provided I could stay involved in motor racing through my job, I could get as much satisfaction from that as I did from driving the cars themselves."

As it happened, Warr and Lotus parted company—albeit temporarily—in 1966. "I was looking after Lotus Components (as it then was) from 1962 until 1966, when the factory moved to Hethel. And because I was in charge of Components, I was involved in a lot of the detail planning of the move up to Norfolk. I must admit that at a 100 miles distance I wasn't enamoured by all that I could see happening. I was fairly involved with going to London quickly and easily of an evening."

"But at the same time, one of the real crunch-type decisions was that I had an idea to go into business on my own, with a view to making some money, and I certainly wasn't doing that at Lotus at the time, because all the money they paid me I was spending on the racing car, back with them. I wasn't quite sure that it was that brilliant an idea, but I couldn't bear the thought that if it was that brilliant I might sit back in five years' time and kick myself for not having done it. So I decided to give it a whirl."

The business chosen to make the Warr fortune was slot-car racing. He found premises in Hammersmith where a very ambitious track was laid out, in addition to which all the latest equipment was imported from



Warr's "charges" for the year, Pittipaldi and Peterson.

America. Warr is a smooth operator, with a charm which can be switched on just as readily as the venom, and he had cannily hit on a winning formula. "It lasted from November '66 to the beginning of '69, as I recall I had tried doing my own thing. I thoroughly enjoyed it. I even made some money. It was all very satisfactory really," he said.

"But the real disenchantment came with the fact that the particular business and industry in which I was involved is made up of little people, and I just got fed up with dealing with little people all the time."

As the 1969 racing season rolled into sight, there were some who doubted the ability of Team Lotus to repeat the championship which they had won with Graham Hill in '68. True, Hill remained on the strength, and Jochen Rindt had been coaxed away from Brabham, but the team was heavily committed to two new cars—both four wheel drive designs—for Indianapolis and Grand Prix racing.

Andrew Ferguson, who had managed Lotus racing activities with skill and panache for some years, was beginning to wilt under the strain and had intimated at Indianapolis that he was looking for a way out. When the Indy project itself foundered with the death of Mike Spence in practice and a major row with sponsor Andy Granatelli, Chapman had been obliged to hurry back to England. He is, after all, the managing director of a multi-million pound public company, and his shareholders had been promised that 90 per cent of his time would be spent on their affairs, an effort in which the stock market showed very little confidence at the time.

Both Rindt and Hill had escaped death by inches at Barcelona following the failure of hastily-modified rear wings, and Rindt in particular was getting restless. At Silverstone for the British Grand Prix, he waited in his overalls throughout the first day of practice for the Lotus truck to arrive. The new 4wd Lotus 63 had been rejected by him, and the mechanics had toiled night and day to get two Lotus 49s together for himself and Hill. Rindt described the operation as "pure Barnum and Bailey, it's like a bloody circus." When a rear wing end-plate came adrift in the race, losing him a chance of pulling off his first F1 victory, the Austrian had cause to be depressed. But when the car (and Hill's) ran out of fuel on its return to the race, it was obvious to all that there was something seriously wrong in the management of the team.

Chapman took a bold step. He called Peter Warr in Hammersmith and offered him the dubious pleasure of picking up the mess at

Hethel and turning it into a winning team again. Faced with an offer he couldn't refuse, Warr didn't quite know what he had taken on. "It was a sort of ill-defined area, basically to replace Andrew Ferguson, but when I got there I quickly realised that there was a certain amount of static in relationship to Dick Scammell (then racing manager), because I suspect that he thought he would be taking over the team as a whole."

"In fact, I was quite happy to work along with Dick and with Maurice (Phillippe) on a sort of three-way joint responsibility deal. But you can't be happy with joint responsibility for ever, because decisions which have to be made under that system simply don't get made. Certain things drop between the two, and you get accused of muscling in on someone else's area of responsibility."

Warr was quick to assert himself, and eventually (in January 1971) he was left in charge with the sudden departure of Scammell from Hethel. Warr's first job at Lotus had been to clear up some of the mess, notably in the accounting, and to recognise that Team Lotus could not rely on more than a small amount of Colin Chapman's time.

"It's frustrating, in a way, because you always want the benefit of his experience and knowledge. There have been weeks, and even months, when I have been completely on my own. Sometimes he's so tied up with matters that are probably a lot more important than our motor racing that trying to get in and see him is rather like trying to get into Fort Knox."

Perhaps Warr's greatest personal achievement has been his ability to tread carefully between the conflicting requirements of making instant decisions and having Chapman's approval. His enemies (and he has some) would like to think that one day he will come nastily unstuck, but so far Warr has shown an aptitude for making inspired Chapman-type decisions without always consulting his boss.

Right from the beginning, Team Lotus's new competitions manager had a difficult time. The day that he joined in October 1969 happened to be the day after Graham Hill's Watkins Glen accident. The new Lotus 72 was late appearing for the early races of the 1970 season, and Rindt—seldom reticent to express his opinions—made no bones about its handling shortcomings with the anti-dive/squat characteristics which Chapman had incorporated in its suspension design.

At that point, it was plain that a great deal more work had to be done to turn the

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Managing the champion—continued

72 into the winner that everybody—not least Rindt—expected it to be. Warr's powers of leadership got their most severe test, and they worked. The Team Lotus mechanics responded incredibly: in the three weeks between the Silverstone International Trophy race and the Belgian Grand Prix, they virtually rebuilt Rindt's car with "parallel" suspension, and half-completed a similar job on John Miles's. Rindt didn't race the 72 at Spa (a job overlooked on the rebuild caused an embarrassing practice suspension failure), but he did at Zandvoort. In quick succession he reeled off victories in the Dutch, French, British and German Grands Prix. "The car is so good that an ape could have won with it," he told Chapman after Hockenheim.

Then came the disaster at Monza. Although there has still been no official verdict on the cause of the accident, and the Italians won't let the wreckage out of their custody, Team Lotus has been virtually implicated for the accident by all but a handful of racing journals. Peter Warr is bitter about the stand taken by people who should know better. "The question of this Lotus reputation for 'fragility' is one that gets me very excited, because I don't think it's justified. I don't believe that we have any more or any fewer breakages than any other race car manufacturer. I think that perhaps we're more honest than other teams in telling people about them, whereas you don't hear about the 'nasties' that other teams have."

"At the same time, we do have a reputation—quite justifiably I think—for being pioneers in this business, and the way of the pioneer is inevitably strewn with bloody great boulders. It's very curious that the same people who were criticising the radical approach of the 72 at the end of 1970, and who were very quick to blame it should anything go wrong, are now almost to a man building cars exactly like it."

"As with all his racing cars, the part which Colin played in the design of the 72 was very important indeed. One of the great misnomers of motor racing history, I think, is that the 72/John Player Special will be forever called a 'Maurice Philippe' car, because that's not the way I see it at all. It's a Colin Chapman car on which Maurice Philippe translated Colin's original schemes and ideas into pieces of metal. That's not a reflection on either Colin or Maurice, the fact remains that Colin has far better and more important things to do with his time than actually make drawings."

"Maurice's design genius is incorporating all these schemes into something that doesn't look like a lot of bits and pieces all stuck together. The same, I'm sure, will be true of the car which Ralph Bellamy is working on with Colin for later on this year."

It was perhaps the change of name, to John Player Special, which has misled observers into overlooking that the 72/JPS is the most successful Grand Prix racing car ever built by Chapman, or—for that matter—any other post-war constructor. It was winning Grands Prix in its third season, 1972, and won the first and second races of 1973 in devastating style. Yet the good old Lotus 49 was already being dubbed as something of an oldster in its third season!

A contributory factor to this state of affairs must, of course, be its total lack of success in 1971. A year like that, the first in 10 years of Lotus racing cars, might well have caused the downfall of any other team manager, especially as Warr says that the 1971 season cost Team Lotus a substantial deficit. "Anyway, I think you underestimate the 'unsuccessfulness' of the 1971 season," he insists. "For a start, we had a driver in his first full season of Grand Prix motor racing, driving at circuits he'd never driven at before. In the middle of the season he had a very nasty road accident, and when he came back into racing he still had a cracked chest bone three quarters of an inch from his heart. The psychological effects that this must have had (bearing in mind the consequences of any further accidents) must have affected his performance."

Fittipaldi's subsequent championship-winning performances in 1972 show how accurate was Warr's assessment of the 1971 season, but it overlooks the participation of Reine Wisell. The second driver at Lotus has seldom gone on to greater things, and David Walker, who replaced Wisell for 1972, was no exception. At season's end, Eoin Young even went so far as to say that Walker had got "the usual Lotus number 2 treatment"—as did Autosport—and this pierced Warr's usual stolid refusal to be stung by the motor racing press.

"David's car was to all intents and purposes the same as Emerson's throughout the season. At one stage it was a step behind in our leap-frog development programme, whereby we modify one car at a time—to see if the modification works—then (if it does) alter the other car to update it. But towards the end of the season, David's car was exactly the same, and—in some cases—an even better one."

Was Walker, then, harder on the car than his team-mate? "Yes. Any driver who's learning Formula 1 tends to punish the machinery a bit more, because he hasn't smoothed out and got relaxed, and therefore isn't driving consistently and tidily. The only thing that David's got to learn as a Formula 1 driver, in my opinion, is throttle control. But that's the only thing that makes him a back marker instead of a front runner, because he has all the other qualities which are required for a very good racing driver."

"David's been used to categories where the throttle isn't really a throttle, it's really a throttle stop, and you're either on it or off it, there are no intermediate positions. David would have profited from a season in F2 last year: it was just unfortunate that our various sponsorship and financial arrangements last year didn't allow us to run a full team of F2 cars to give David the necessary experience."

"But—far from being badly done by—I'd say that any young man who's picked out from a great bunch of budding race drivers, and given a free, paid for Formula 1 season, and gets paid to do it, in the World Championship Team, should consider himself very lucky indeed, even if he never drives a racing car again. I can think of a 100 people who would jump at the chance, and probably pay for it as well."

Peterson's arrival resulted in Warr being deluged with the questions about the advisability of running two such talented sces in the same team. One gets the impression that it represents something of a challenge to Warr, a chance to show that he can succeed where no one really has before, certainly not at Team Lotus.

But if it is some sort of a challenge to his ego, running Fittipaldi and Peterson together has considerably increased an already barely

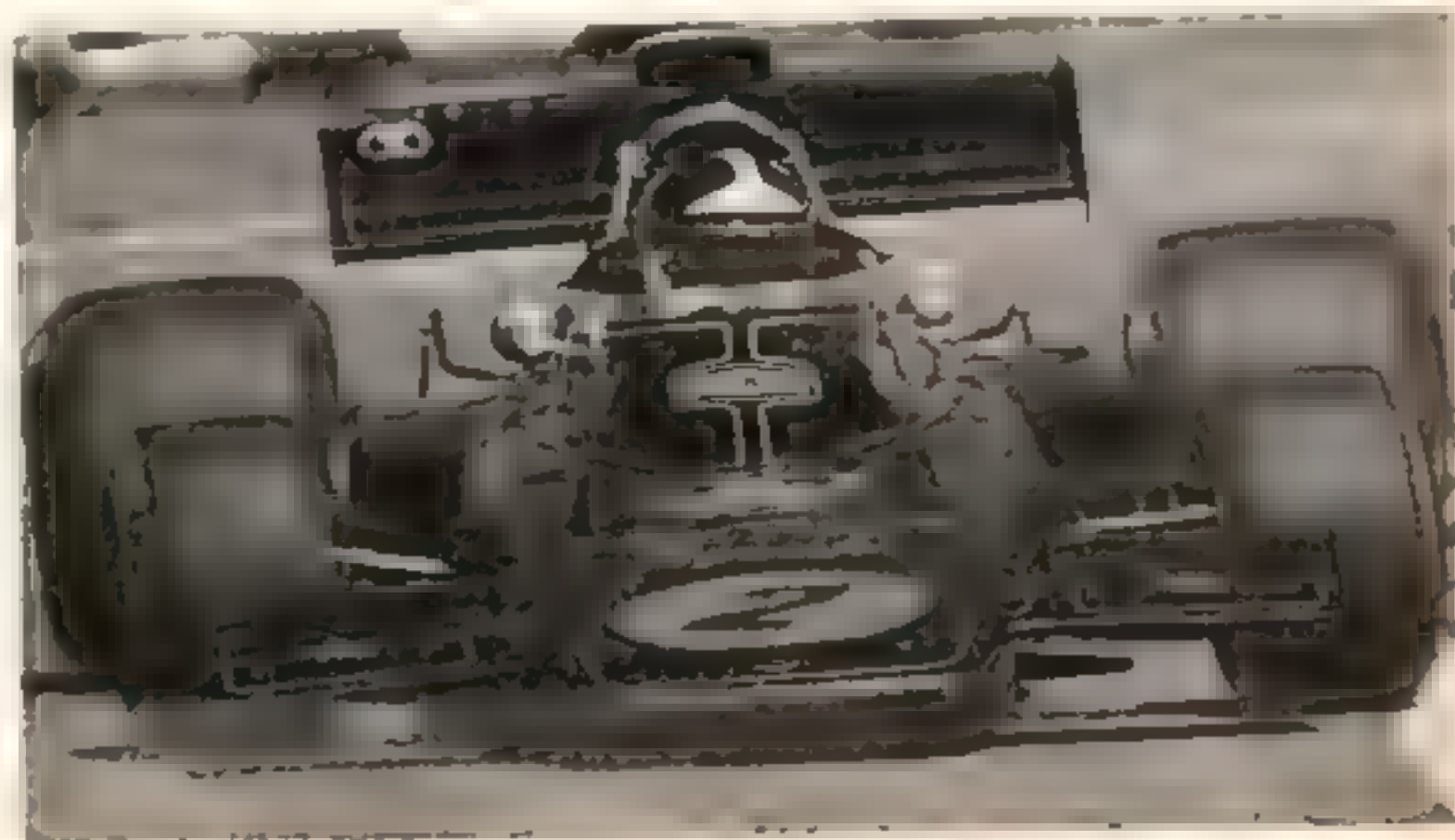
tolerable work load on Warr. The pitifully brief winter between the John Player Victory race in October and the Argentine GP in January has been filled with long drawn-out negotiations involving not only John Player and Texaco but also the switch to Goodyear rubber. In addition to the usual round of social calls, tyre-testing at both Interlagos and Kyalami absorbed his time. The delays meant that Peterson had to start his season with JPTL in Argentina by using a brand new chassis which had never run before, but this is all part of Warr's policy of ensuring that each of his two drivers gets absolutely equal treatment. "Inasmuch as it's impossible to build two racing cars which are ready on the same day, we shall inevitably be faced with the problem of who gets the first new car while the second one's still in the jig."

"But we do intend giving them absolutely equal treatment, and I've given Ronnie and Emerson assurances that they will have a race car each, and a spare car each, and their own mechanics each. The real interest which we have in running joint number ones is—purely and simply—that the name of the game is winning, and we need someone in another race car who is capable of winning in case the other falls out."

"The only complication which I can foresee, and it's a very remote one, is where possibly one of them has a chance of winning the championship and the other one doesn't, so you have to tell the one that he doesn't beat the other, so that we can be sure of winning the championship."

Peterson is on a two year contract, and Warr is confident that he will be champion in one of those years. Such an achievement would finally nail the bogey of the 'usual number 2 treatment.' "I don't think that there is such a thing as a 'usual number 2 driver treatment,' or that we should be singled out from any other team for acting in a certain way. The only reason that we get rid of racing drivers is because they're not good enough, and I think the proof of the pudding is not what happens when they're at Team Lotus, but what happens to them after they've left us. You'll find, I think, if you look through the records, that none of the drivers that we let go ever went on to greater things."

It was very evidently a demonstration to Warr of the strength of his 1973 team to see Peterson in the brand new JPS right behind Fittipaldi at Buenos Aires. "When Ronnie's manager spoke to him from Sweden on the night of the race, he said that he couldn't understand why he sounded so happy, even though he'd retired from the race. I think that the reason is that at last Ronnie feels he's right there, and 100 percent competitive. But the thing that makes me happiest of all was the sight of our two cars battling together in the first four for the first time in three or four seasons."



Though I tested the big 3-litre Volvo with fuel injection last year, I was only able to obtain one with automatic transmission at that time. The present test concerns the car with a manual gearbox and overdrive and though the increase in performance is not great, it is sufficient to put this substantial Swedish saloon among the really fast touring cars.

Most Volvo owners do not make their choice for reasons of performance. I got into conversation with some of them and invariably they had bought their cars because they would last a long time and would remain free from rust. The 164 E has all the traditional Volvo toughness but its speed, acceleration, and refinement are something quite new for this make. The immensely sturdy in-line



Road test/John Bolster

which it can push this massive, square saloon along never ceases to amaze one. On dead level roads, the direct top gear is faster than the overdrive and will produce a timed 116 mph with the rev-counter nudging the red, at 6000 rpm, while the speedometer claims 122 mph. Though the overdrive normally holds the engine down below 4500 rpm, a down grade or a helpful puff of wind may allow the speed to build up in a most gratifying manner. However, the engine is so smooth that the overdrive is really unnecessary in England, though its use may be worthwhile to curb a fairly healthy thirst for fuel. On the continent, it permits a silent 110 mph gait that is truly delightful.

The car which is the subject of the present test produced more wind noise than the earlier one and road noise was audible on certain surfaces. Nevertheless, the overall effect was pleasingly quiet and certainly above the average. The roadholding benefits from the larger-section tyres which go with the fuel injection model. It represents a good compromise for a car with a five rear axle, with a moderate degree of understeer and a satisfactory ride on good surfaces, though there is some wallowing when bad roads are taken fast. The steering is excellent, making parking and other low-speed manoeuvres easy without blunting the sensitivity on slippery surfaces.

Though the 164 E can be thrown around by an exuberant driver, it may be best enjoyed when driven a little below its limit. The brakes cope remarkably well with the considerable weight and can be used hard and frequently without any sign of fading. Perhaps the best way to regard the big Volvo is as a comfortable and dignified car with a fierce surge of acceleration in reserve, but it is always ready to put 100 miles into the

six-cylinder engine has been endowed with quite an exciting camshaft compared with the carburettor version but, as is often found with a really efficient fuel injection system, the low speed torque remains outstanding.

The design of the chassis is completely orthodox, with wishbones in front and a well-located live axle behind. There are hefty disc brakes all round and the cam and roller steering gear has a strictly limited degree of power assistance, for too much is most undesirable on Scandinavian ice. The roomy 4-door body has a large boot, though luggage has to be lifted fairly high when loading up.

The front seats have an extra adjustment to shape the squab to the small of the back but the lateral location could be better. A very tall driver might like a bit more adjustment and the steering wheel is rather far back for those who prefer to stretch their arms. One sits well up with a good all-round view and the gearlever is well placed.

The engine starts at once, hot or cold, idling reliably as it warms up. It is at once obvious that the acceleration is something out of the ordinary, which is all the more impressive because the car looks so sedate. The gear

ratios allow high maxima to be obtained, second being good for 60 mph and third for 90 mph, if the rev-counter needle is allowed to touch the red section for a moment. Under normal touring conditions, the gearchange is satisfactory, but the synchromesh balked strongly when I was taking the acceleration figures, unavoidably showing my changes.

As well as being smooth and flexible, the engine is also very quiet. Yet, the way in



The 164 E can be thrown around by an exuberant driver, but its outward appearance makes it a wolf in sheep's clothing.



hour on the autoroutes.

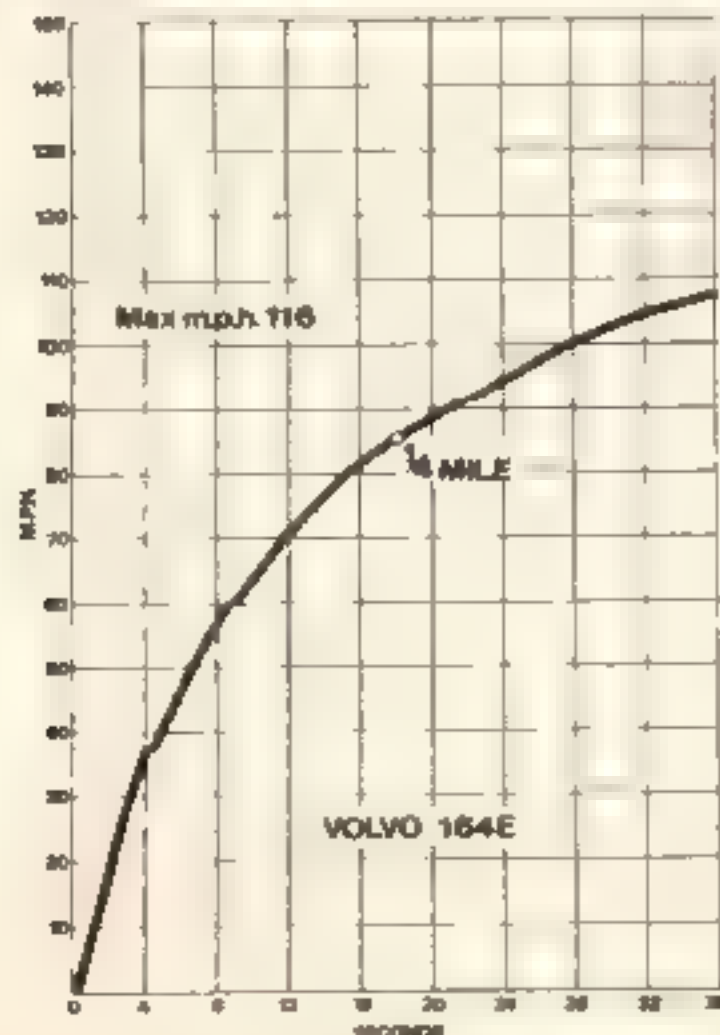
It is curious that a car with so many practical features as the Volvo should have a ventilation system which is most unsatisfactory. Last year's car had no controllable cold air inlets at all. This one has no less than four, large and adjustable in all directions, but instead of having a fresh air duct they are simply piped to the heater. In Sweden, hot breathing air may be acceptable but here it is useless. If the heater is operating, the breathing air suffocates the occupants, the alternative being frozen feet!

This is the only major fault of the 164 E. It would be easy to ask for a more advanced chassis design or a body with more spectacular styling, but the typical Volvo customer is scarcely interested in such things. He wants a car that will resist snow, ice, and salt—that will clean up like new after being dirty for months, yet will also have an air of quality about it. It will set off for the Shires with a horsebox at its tail or to the Riviera with a big boat behind. It's a plain, hardworking car, but remarkably quick when the road is clear and the driver is in the mood.

The 3-litre Volvo engine is a fine piece of engineering and in fuel-injection form it is as powerful as it is smooth. Perhaps the manufacturers will one day put it to work in a car that is light and compact to demonstrate its sporting qualities, for the Swedish horses that it produces certainly pull their weight. Nevertheless, even when propelling a big four door saloon it gives an impressive performance and if the car seems expensive to some, the faithful Volvo enthusiasts know what they are paying for, and are happy to do so. I hesitate to perpetuate a cliché, which has been used far too often, but this really is a wolf in sheep's clothing.

SPECIFICATION AND PERFORMANCE DATA

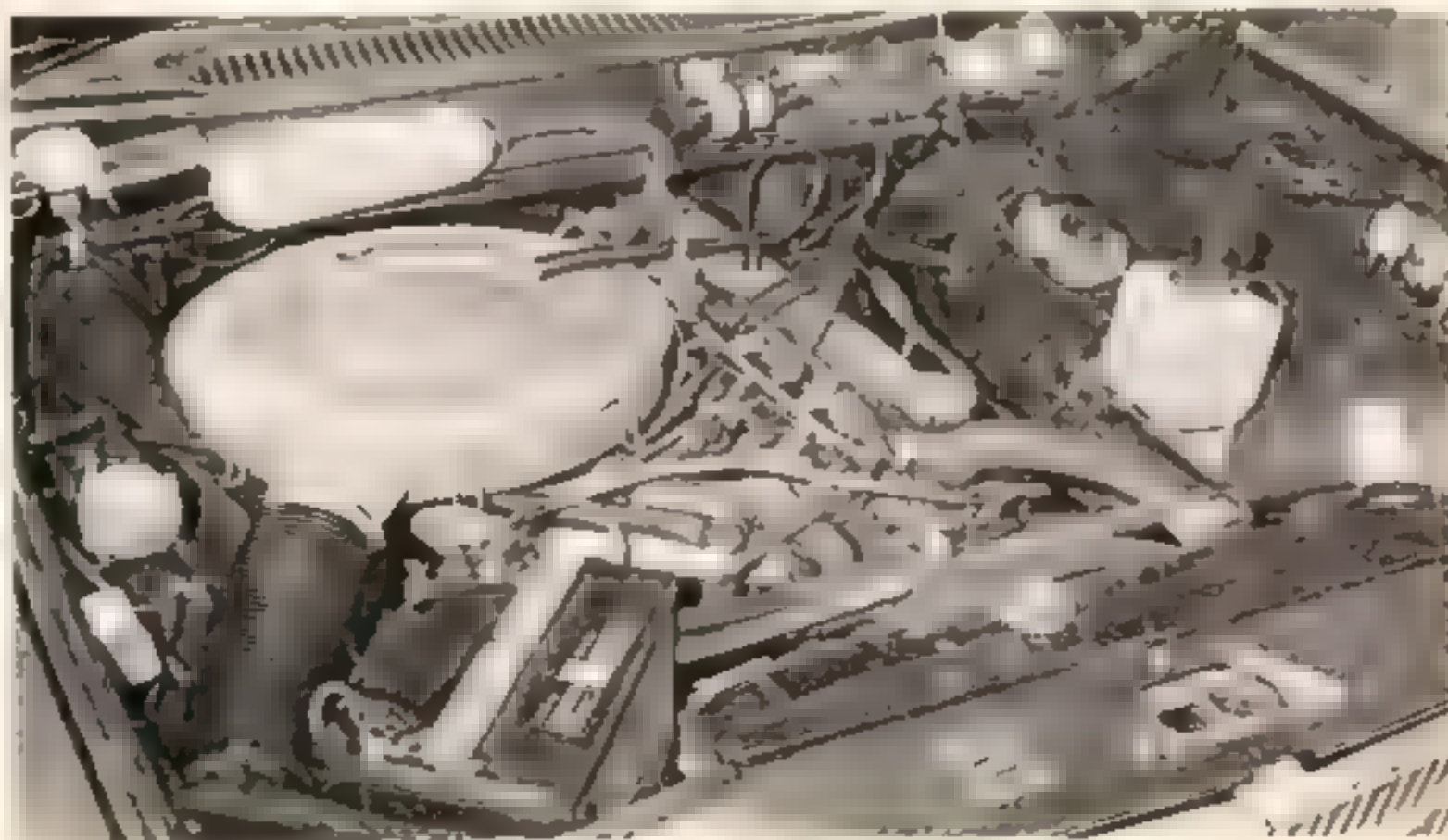
Car tested: Volvo 164 E 4-door saloon 4291 cc (including VAT)
 Engine: 3-litre, 6-cylinder, 92 mm x 80 mm (2970 cc)
 Compression ratio 10 to 1 160 bhp (net) at 5500 rpm
 Pushrod operated overhead valves Bosch electronic fuel injection
 Transmission: Single dry plate clutch 4-speed all synchro mesh gearbox with central change and Laystall overdrive ratios 0.797, 1.0, 1.340, 2.120 and 3.450 to 1 Reverse gear ratio 2.73 to 1
 Chassis: Combined steel body and chassis Independent front suspension by wishbones, coil springs, and anti-roll bar. Power assisted recirculating ball steering gear. Live rear axle on twin pairs of trailing arms, Panhard rod, and coil springs. Telescopic dampers all round. Servo-assisted disc brakes with over-dry drums for hand brake. Six on disc wheels fitted 185/70-15 radial ply tyres.
 Equipment: 12 volt lighting and starting. Speedometer. Rev counter. Fuel and water temperature gauges. Clock. Heating, demisting, and vent of air system with heated rear window. 2 speed windscreen wipers and washers. Flashing direction indicators. Reversing lights. Radio (extra).
 Dimensions: Wheelbase 8 ft 10½ in. Track 4 ft 5½ in. Overall length 15 ft 5¼ in. Width 5 ft 8¼ in. Weight 1 ton 4½ cwt.
 Performance: Maximum speed 116 mph. Speeds in gears: Overdrive top 112 mph. Third 91 mph. Second 80 mph. First 37 mph. Standing quarter-mile 17 s. Acceleration: 0-30 mph 2.9 s. 0-50 mph 6.8 s. 0-60 mph 8.8 s. 0-80 mph 15.5 s. 0-100 mph 28 s.
 Fuel consumption: 17 to 21 mpg.



One sits well up with good all-round view and the gearbox is well placed. The synchromesh balked strongly when taking acceleration figures



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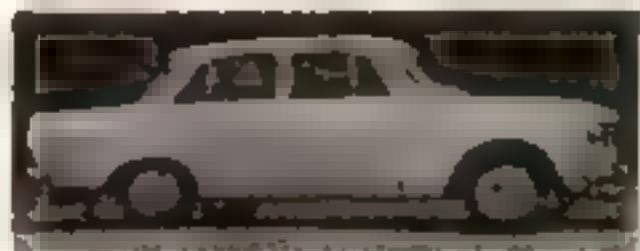
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SPORTS EXTRA



Roy Klomfast — great challenge at Croft.

The honours at Croft on Sunday truly belonged to Peter Harrington (FF Cougar-Scholar 73F) and Doug Niven (Ford Boss Escort V8). Harrington's revamped Cougar won both the BARC and Tate Formula Ford Championship qualifiers, while the shatteringly fast Boss-escort won both parts of the opening Wendy Wooll's special saloon Championship round. What's more, despite a showery afternoon, both drivers set new lap records, with Niven's time chopping 1.8 s off the Gerry Marshall/Norman Hodgson special saloon figure and equalling Frank Gardner's outright saloon record. Do we have a Boss Capri beater in our midst? Although slightly overshadowed by Harrington's performances, South African Roy Klomfass had a most impressive European debut; finishing second with the works-backed Royale RPI8 in the BARC FF round.

The Yorkshire Centre of the BARC were rather short of entries in all except the FF races, so combined the two Wendy Woolf saloon races, running them twice and aggregating the results. Doug Niven was on pole position with the formidable Caltec Homes-entered, Perdal-prepared 5.7 Boss Escort but he made a very slow start and was almost lost away. It took Niven less than three laps to take the lead from Derek Huntley's Abbot FVC-engined Escort and despite a shower of rain was never challenged thereafter. Huntley's Escort carried a 10 s penalty for jumping the start but in any case was passed on lap 8 by Roger Matthew's class-winning Birdsedge Mini-Cooper S. Alex Clecher's



Doug Niven's winning mount, the Boss Escort.

phenomenal lap led for over a lap but then, after being passed by Huntley, retired when an under-inflated tyre came off the rim. This handed the small class to fourth man overall Rob Leckie (Singer Chamols), who fought off the attentions of Lionel Dickson's fuel-injected Arden Mini. Keith Bowmaker introduced his sinister looking 4.7 Escort V8 and was fifth in the early stages before he had his throttle spring break and the gears start to jam. Niven was awarded a "Fastest Kilt" prize for a record he was to break again later on.

There was a gap on the front row of the

BARC FF Championship round where Graham Cuthbert should have been—the Lotus 89F had lost its oil pressure. South African Roy Klomfass had the Royale Racing entry on pole position but was beaten away by Harrington's Cougar and Roger Manning's Aircell Elden Mk 10. Klomfass passed Manning (who uses a Metso gearbox) by the pits at the start of lap 3 and thereafter closed relentlessly on the Cougar. The last laps were tense as a back-marker baulked Harrington, and then on the last lap another tail-enders spun in from of the two leaders. Nevertheless Harrington managed to hold out for a fine win with Klomfass an equally impressive second. A heavy rain shower before the start ensured that times were slow on this occasion.

Manning held on to a fairly lonely third place, while behind him Dennis Shattuck (Eden Mk 10) had a quick spin early on but came back to take fourth from Ted Payne's smart March 728 and Allan Wilson's Eden Mk 8, the latter two only 0.5 s apart at the flag.

Once John Absalom's Ginetta G4 had broken its back axle in practice and Andy Garlick's Morgan was yanked off the grid with oil leaking, there were a minimal seven starters for the opening round of the Northern Sports Cars (Scorton) Mod Sports Championship. Although Donald Morton's Eian had an effortless win the race was quite exciting as there was a splendid place-swapping battle for second between Reg Forester-Smith's Ginetta G4, John Gregson's MGB, Jim Buckton's nicely-presented Sprite and Aubrey Brocklebank's Morgan +4 SS. For once Gregson's heroic handling of the MG was not overshadowed by faster cars—he was actually faster through Sunny than the nimble Ginetta—but the battle went to Buckton from the Moggie. On lap 6 Gregson and Forester-Smith went off at Oxo, and then Gregson spun off again at Tower with a flat tyre.

Pete Clark's Wigley Plant Hire Crosslé 25P shot away from the start of the Tate Formula Ford round but before half a lap was completed Peter Harrington's powerful Scholas motor had helped him into the lead, where he stayed despite great efforts by Clark, who on one occasion got crossed up. It was in this event that Harrington knocked 0.8 s off the FF record. Behind the two Plant Hire men Ted Payne had to fight all the way to hold off the promising Mick Starkey with his ex-Martell Merlyn Mk 20A. Both FF races were generally very cleanly fought with few untoward incidents, but in the Tate Round the car battle for fifth place was a little heart-stopping at times. Place changes were legion but the order was resolved into: John Kent (Royale RP18), Jeremy Rosziter (Dulon LD7), Stu Lawson (Hawks DL10), Allan Wilson (Eiden Mk 8), Keith Millar (March 708), Andrew Jeffrey (Eiden Mk 10), and Tim Rathmell (Titan Mk 6).

Doug Niven's start in the second part of the Wendy Woods race was just electrifying. The Bosscott blasted away as though everyone else was standing still. Niven eased off a little in the closing stages but not before he had lapped in 1 m 14 s. Huntley and Matthews held station in second and third places in what was generally the duller race of the

day—everyone just sat back and savoured the progress of the bellowing Bosscott. Everyone that is bar Alex Clacher who, starting from the back of the grid, had the limp well wound up and came through to an eventual fourth place, although since he retired in the first part, Leckie took the class win.

Temporarily one hopes, the bottom seems to have fallen out of Croft libre racing. Bill Wood (F5000 McLaren M14A) won by 49.2 s from Derek Cooke's SuperVee Hawke, although Bill didn't have an easy time of it as he was hounded and then passed by Brian Robinson who was unfortunately a lap behind with the Tien Engine Services FA Ensign after an early pit stop to rectify a detached plug lead. In the early stages Cooke had to work hard to cope with the U2 Mk 11Bs of John Holroyd and Barry Joell, but then Holroyd slowed and Joell had to retire with bodywork trailing at the Essex.

CHRIS MASON

Wendy Wink Special Sedan Car Championship round
 (Part 1) 10 laps 4 mi. by Men 57 Ford Eco's Blue
 M 3 m 3 B 6 77.0 mph 2 Roger Matchless J J
 M C ca 5 c 3 m 34.3 m 3 Derek Hu ay 118
 F O E m Py Apoc 3 m 31.0 s d. Bob Leche
 Dred 1985 cc cash 1 M en 77.00 mph 2 Hunley
 3 M en 77.00 cc cash 1 M en 77.00 mph 2 Hunley
 Pastorek Lap Men 4 m 19.1 84.00 mph (Record)
 M 3 m 3 B 6 77.0 mph 2 Roger Matchless J J
 M C ca 5 c 3 m 34.3 m 3 Derek Hu ay 118
 F O E m Py Apoc 3 m 31.0 s d. Bob Leche
 Dred 1985 cc cash 1 M en 77.00 mph 2 Hunley
 3 M en 77.00 cc cash 1 M en 77.00 mph 2 Hunley
 Pastorek Lap Men 4 m 19.1 84.00 mph (Record)
 M 3 m 3 B 6 77.0 mph 2 Roger Matchless J J
 M C ca 5 c 3 m 34.3 m 3 Derek Hu ay 118
 F O E m Py Apoc 3 m 31.0 s d. Bob Leche
 Dred 1985 cc cash 1 M en 77.00 mph 2 Hunley
 3 M en 77.00 cc cash 1 M en 77.00 mph 2 Hunley
 Pastorek Lap Men 4 m 19.1 84.00 mph (Record)

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Fastest Lap - Corner 1 m 180 s, Bu FF mph
Avg spins Position 1 Nyon 2 Matthews 3 Hunt
Top 4 Laps - 1st 2nd 3rd 4th 5th 6th 7th 8th 9th 10th

Ques 1300 cc class 1 Morgan 2 Hunter 3 Green
 1901 1300 cc class 1 Morgan 2 Morgan
 Up to 1000 cc class 1 Morgan 2 Hunter 3 Green
 A male 4 bre and 4 female Sports Cars (10 Laps)
 1 w 2 1 C M 1 2 3 4 5 6 7 8 9 10 11 12 m
 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100 101 102 103 104 105 106 107 108 109 110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129 130 131 132 133 134 135 136 137 138 139 140 141 142 143 144 145 146 147 148 149 150 151 152 153 154 155 156 157 158 159 160 161 162 163 164 165 166 167 168 169 170 171 172 173 174 175 176 177 178 179 180 181 182 183 184 185 186 187 188 189 190 191 192 193 194 195 196 197 198 199 200 201 202 203 204 205 206 207 208 209 210 211 212 213 214 215 216 217 218 219 220 221 222 223 224 225 226 227 228 229 230 231 232 233 234 235 236 237 238 239 240 241 242 243 244 245 246 247 248 249 250 251 252 253 254 255 256 257 258 259 260 261 262 263 264 265 266 267 268 269 270 271 272 273 274 275 276 277 278 279 280 281 282 283 284 285 286 287 288 289 290 291 292 293 294 295 296 297 298 299 300 301 302 303 304 305 306 307 308 309 310 311 312 313 314 315 316 317 318 319 320 321 322 323 324 325 326 327 328 329 330 331 332 333 334 335 336 337 338 339 340 341 342 343 344 345 346 347 348 349 350 351 352 353 354 355 356 357 358 359 360 361 362 363 364 365 366 367 368 369 370 371 372 373 374 375 376 377 378 379 380 381 382 383 384 385 386 387 388 389 390 391 392 393 394 395 396 397 398 399 400 401 402 403 404 405 406 407 408 409 410 411 412 413 414 415 416 417 418 419 420 421 422 423 424 425 426 427 428 429 430 431 432 433 434 435 436 437 438 439 440 441 442 443 444 445 446 447 448 449 450 451 452 453 454 455 456 457 458 459 460 461 462 463 464 465 466 467 468 469 470 471 472 473 474 475 476 477 478 479 480 481 482 483 484 485 486 487 488 489 490 491 492 493 494 495 496 497 498 499 500 501 502 503 504 505 506 507 508 509 510 511 512 513 514 515 516 517 518 519 520 521 522 523 524 525 526 527 528 529 530 531 532 533 534 535 536 537 538 539 540 541 542 543 544 545 546 547 548 549 550 551 552 553 554 555 556 557 558 559 560 561 562 563 564 565 566 567 568 569 570 571 572 573 574 575 576 577 578 579 580 581 582 583 584 585 586 587 588 589 590 591 592 593 594 595 596 597 598 599 600 601 602 603 604 605 606 607 608 609 610 611 612 613 614 615 616 617 618 619 620 621 622 623 624 625 626 627 628 629 630 631 632 633 634 635 636 637 638 639 640 641 642 643 644 645 646 647 648 649 650 651 652 653 654 655 656 657 658 659 660 661 662 663 664 665 666 667 668 669 670 671 672 673 674 675 676 677 678 679 680 681 682 683 684 685 686 687 688 689 690 691 692 693 694 695 696 697 698 699 700 701 702 703 704 705 706 707 708 709 710 711 712 713 714 715 716 717 718 719 720 721 722 723 724 725 726 727 728 729 730 731 732 733 734 735 736 737 738 739 740 741 742 743 744 745 746 747 748 749 750 751 752 753 754 755 756 757 758 759 760 761 762 763 764 765 766 767 768 769 770 771 772 773 774 775 776 777 778 779 780 781 782 783 784 785 786 787 788 789 790 791 792 793 794 795 796 797 798 799 800 801 802 803 804 805 806 807 808 809 810 811 812 813 814 815 816 817 818 819 820 821 822 823 824 825 826 827 828 829 830 831 832 833 834 835 836 837 838 839 840 841 842 843 844 845 846 847 848 849 850 851 852 853 854 855 856 857 858 859 860 861 862 863 864 865 866 867 868 869 870 871 872 873 874 875 876 877 878 879 880 881 882 883 884 885 886 887 888 889 890 891 892 893 894 895 896 897 898 899 900 901 902 903 904 905 906 907 908 909 910 911 912 913 914 915 916 917 918 919 920 921 922 923 924 925 926 927 928 929 930 931 932 933 934 935 936 937 938 939 940 941 942 943 944 945 946 947 948 949 950 951 952 953 954 955 956 957 958 959 960 961 962 963 964 965 966 967 968 969 970 971 972 973 974 975 976 977 978 979 980 981 982 983 984 985 986 987 988 989 990 991 992 993 994 995 996 997 998 999 1000 1001 1002 1003 1004 1005 1006 1007 1008 1009 1010 1011 1012 1013 1014 1015 1016 1017 1018 1019 1020

Model Year Age Mileage Class 1 Weight 64 64 mph 2. Cooks
J 0 1987 1987 13 13 13 13 13 13

Weighted Avg Age/Mileage 1 m Old D.S. 42 64 mph
Cylinders Sports Car Class 1 Top speed 80 93 mph

7. A. 1. Webb 119 J2 Hobday MK 12 no other
 8. Pastoral Lab: Malvern: 3 m 190 g, 3400 mm

**Very close stuff Harrington leads Klomfuss**

Two for Salmon

Last Saturday at Silverstone saw the start of a new championship for thoroughbred cars sponsored by Charles Spreckley Industries, and there can't be many series that have had a full grid for the first round. Winner of this first round, MGB driver Bill Nicholson in John Pearson's Jaguar XK120, followed home by Chris Lawrence in the Lawrencestone Morgan plus 4, although he was led initially by Reg Woodcock in the TR3, who eventually finished third.

The other championship race at the Jaguar Drivers Club meeting was for the Cussons Classic GT championship and this saw Mike Salmon come out of hibernation to take the wheel of Viscount Downes' Aston Martin Experimental GT Project 212. Initially, Peter Walker in the ex-Protheroe Jaguar E challenged for the organising club, but the mag c was obviously coming back to Salmon and he drew away Walker was then overhauled by James Mehew in the 53 lsa Grifo Bizzarini Le Mans who set off after Salmon, almost catching him on the last of the ten laps, before spinning down to third at Becketts having set fastest lap. Salmon later grabbed his second victory when the JDC were hopelessly beaten by the Aston Martin Owners Club in a challenge race, one Jaguar finishing in the first seven.



Mike Salmon (left) took two races, winning the second from John N. Pearson (right) in a Jaguar

Race two on the programme saw a convincing victory for Brian Cutting in his 3-litre Escort Martin V8, despite starting from the back row with a 10 s penalty. Within five laps he had taken Tony Strawson's Ford Falcon, which eventually finished second. Twelfth in this special saloon car race was John James in a Mk 7 Jaguar, which started the race by outdragging a 7-litre Mustang, although the driver was obviously wary of the power beneath his foot. James later also survived a spin! Hexagon of Highgate promoted themselves a victory in their race for historic sports racing cars for it was Nick Faure all the way in the Camel Hexagon 3.8 Lister Jaguar. Closing all the time however was Anthony Hutton's similar car, with yet another Lister third, in the hands of Robert Cooper.

Gerry Marshall went from top of the class to bottom in one fell swoop in the modsports race, for the throttle cable came unclipped while he was comfortably leading the race, and once he had repaired it, the entire field had gone by. His Raysbrook Efan had initially been leading John Pearson's strangely handling XK120 until the driver stopped to find out what all the fuss at the rear end was. This let John Burbidge (3.8 Jaguar E) into second, and then the lead when Marshall stopped, Bill de Selincourt, who also drove a TR3 in the Spreckley race, finished third in his Jaguar E while one place in front of Pearson came James Mehew in another Jaguar E.

BOB CONSTANDUROS

Charles Spreckley Race for Thoroughbred Sports cars up to 2000 cc 2001 cc to 3000 cc and over 3000 cc (10 laps)
1. Bill Nicholson 3.8 Jaguar XK120 12 m 44 s 70.15 mph
2. Chris Lawrence 4 Morgan Plus 4 3 Reg Woodcock 2 Triumph TR3 4 Richard Williams 1.7 Aston Martin DB4
Fastest lap Nicholson 1 m 20 s 4
Up to 2000 cc class 1. Lawrence 13 m 44 s 70.08 mph
2. Robert McElroy 41.6 MGA 11 s 3 Jeremy Trace 1.4 Elva Courier Mk 11

Fastest lap Lawrence 1 m 21 s 71.47 mph
2001 cc to 3000 cc class 1. Woodcock 13 m 50 s 68.1 mph
2. Derek A. Anton 3.0 Austin Healey 3000 Mk 1 3.8 1.4 Telford 1.2 Triumph TR4
Fastest lap Woodcock 1 m 22 s 70.42 mph
Over 3000 cc class 1. Nicholson 13 m 44 s 70.15 mph
2. Richard Williams 3 Rodney S. B. (1.4 Telford)
Jaguar XK120
Fastest lap Nicholson
Special saloons over 1300 cc 1001 cc to 1900 cc and up to 2000 cc (10 laps)
1. Brian Cutting 1.0 Ford Escort 1 m 53 s 74.85 mph
2. Tony Strawson 1.4 Ford Falcon 1 m 53 s 74.85 mph
3. Chris Lawrence 1.2 Triumph TR4 1 m 53 s 74.85 mph
Fastest lap Cutting 1 m 53 s 74.85 mph
1001 cc to 1300 cc class 1. W. Jones 13 m 23 s 71.13 mph
2. Nigel Clarke 1.2 Morris Minor 3.2 1.2 1.2 3.2 Cooper S
Fastest lap W. Jones 1 m 17 s 74.98 mph
Up to 1300 cc class 1. Garry Taylor 1.0 Ford Anglia 1 m 16 s 74.98 mph
2. Mike Kirby 1.0 Chrysler 1.0 3.5 Mon Dancy 1.0 Cooper S
Fastest lap Taylor 1 m 16 s 74.98 mph
Cussons Classic Championship race for GT and Sports Racing Cars over 2000 cc (10 laps)
1. Mike Salmon 4.0 A. Le Mans Experimental GT Project 212 12 m 44 s 70.15 mph
2. Peter Walker 4.2 Jaguar E 3 James Mehew 5.3 1.0 Grifo Bizzarini Le Mans 4.0 B. Nicholson 4.8 MGB
Fastest lap Salmon 1 m 14 s 77.40 mph
Up to 2000 cc (front engine GT) class 1. B. Nicholson 4.8 MGB 13 m 21 s 72.25 mph
2. Richard P. 1.2 1.2 Alfa Romeo TZ1 3 Anthony Hutton 1.4 Lister E 14
Fastest lap Nicholson 1 m 17 s 74.79 mph
Modified Sports cars over 2000 cc class (10 laps)
1. John Burbidge 3.8 Jaguar E 12 m 50 s 61.12 mph

Robert McElroy's special-bodied MGA leads John Harper (XK120) and Jeremy Trace's Elva in the Spreckley race



BLMC dominate Mobil run

British Leyland cars scooped the awards on the 1973 Mobil Economy Run, with only one Class win going to Toyota. Fine performances were put in by J. Hood and P. Durrant who won the Index of Performance in a Marina 1.8 Coupe and Alan Hennessey and Brian Davis in an Austin 1300 who won the Newcomers Award, the 1300 cc class and took third overall on their first attempt.

The Mobil Economy Run occupies a curious place in the motor sporting calendar. Classified as a rally (for some inexplicable reason having International status), the event is a test of the drivers' ability to use the minimum amount of fuel over 1000 miles of varying route, some parts of which served to rate this year's event as the tightest yet.

Navigational ability is secondary with a really excellent road book and arrows on some blind junctions. The organisers insist that 1 in OS maps are unnecessary but in view of the increasing competitiveness of the route those competitors who used them were glad of the extra detail available from them; downhill and uphill sections can be called out in advance, as can sharp bends and approaches to junctions. Thus drivers can plan ahead to drive at their most economical speed for the conditions and save fuel otherwise wasted by too much throttle or costly overshoots.

The car of course must be absolutely as production Technicians in the scrutineering bay check the carburettor jets and settings, ignition timing, gearbox axle ratios, oils in the engine, gearbox and final drive, even the fan blades for correct pitch. Radial tyres are allowed in the correct sizes and pressures with the majority of competitors on Michelin's well proven 2X and XAS. So with sealed fuel tanks and bonnets, plus observers in the car at all times, it really is impossible to try any of the fuel-saving dodges that

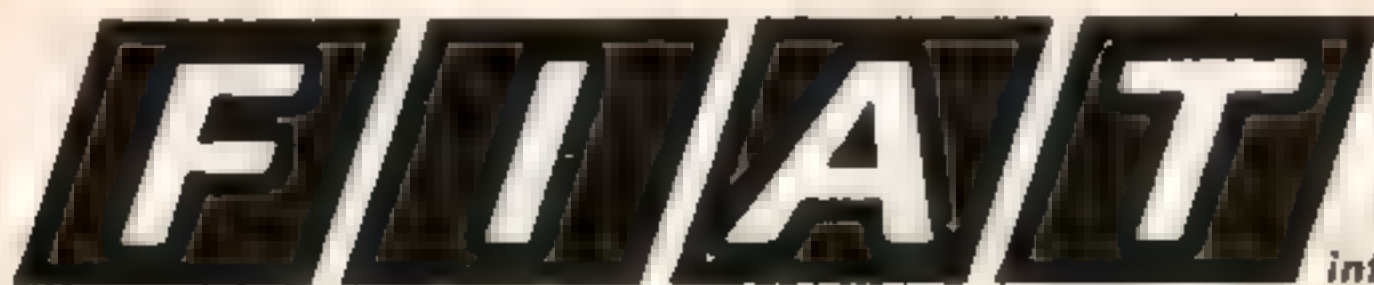
2. Brian Mills 3.8 Jaguar E 13 0 1 de Selincourt 13.0 Jaguar E 4. James Mehew 13.8 Jaguar E
Fastest lap John Pearson 3.8 XK120 1 m 07 s 4 85.84 mph
2001 cc to 3000 cc class 1. Edward Stephens 3.0 TVR 301 M 12 m 40 s 76.15 mph
2. Reg Woodcock 1.2 Triumph TR3
No other starters
Fastest lap Stephens 1 m 12 s 79.52 mph
1151 cc to 2000 cc class 1. Malcolm Beer 1.3 MG Midget 11 m 55 s 19 40 s 76.74 mph
2. Michael Bird 1.8 5.18 Courier 3. Robert Craig 1.19 MGB Roadster
Fastest lap Gerry Marshall 1.0 Lotus Elan 1 m 7 s 34.49 mph
Up to 1150 cc class 1. Brian Lambert 1.0 G. net 4 G4 12 m 31 s 76.79 mph
2. David Beresford 1.1 MG Midget 3. David Wilson 1.1 Austin Healey Sprite
Fastest lap Lambert 1 m 13 s 79.08 mph
Hexagon of Highgate race for Historic Sports cars over 2000 cc (10 laps)
1. Nick Faure 3.8 Lister Jaguar 12 m 54 s 74.60 mph
2. Anthony Hutton 3.8 Lister Jag 3.8 3.8 Robert Cooper 3.8 Lister Jaguar 4. David Ham 3.8 Lister Jaguar
Fastest lap Anthony Hutton 1 m 58 s 76.97 mph
Up to 2000 cc class 1. Edward Stephens 1.1 L. de M. 14 m 27 s 64.5 mph
2. David Ch. 12.0 Lister B. 11 s 3. Chris Renwick 1.3 Lotus 105
Fastest lap Robert G. 1.1 Lotus Mk 1 1 m 20 s 72.30 mph
Road going sports car class 1. Eric Studer 1.6 Porsche Speedster 13 m 40 s 63.54 mph
2. Philip Stacey 1.6 Porsche Coupé 3. A. de S. Lucas 1.3 Porsche 956
Fastest lap Studer 1 m 28 s 65.78 mph
Aston Martin OC and Jaguar OC Challenge race for historic cars (10 laps)
1. Mike Salmon 4.0 Aston Martin Experimental GT Project 212 12 m 44 s 70.15 mph
2. John Pearson 3.8 Jaguar XK120 3. Bert Young 1.4 Aston Martin DB4 GT 4. Tom Lister 3.7 Aston Martin DB4 GT
Fastest lap Salmon 1 m 14 s 77.40 mph

sceptics cite to account for the excellent fuel economy figures achieved. "Coasting" is not allowed and the observers ensure that all traffic regulations are obeyed. Observers are changed at regular intervals to avoid any possibility of favouritism.

The organisation by Hants and Berks Motor Club headed by Pat Stevens is truly impeccable and could put any home international to shame. Everything happened according to schedule from start to finish and the results (prize free) were promptly available after the final scrutineering. Any improvements could really only come in letting competitors know how well (or otherwise) they were doing en route, perhaps by installing in-line flow meters on each car, to be inspected at each main control. Furthermore from the competitors' angle the trend towards a tighter route can only be encouraged in order to make the event really interesting and to make genuine crew ability count rather than any particular car's economy characteristics. Perhaps also the Index of Performance system could be applied to all the classes in order to balance out differences in the various cars. But these are small flaws in a unique event to which perhaps one should not apply normal criteria.

PHIL SHORT

Class 1, 500 cc to 1000 cc 1. M. Warfast D. Dash (Mini Clubman) 51.049 mph 2. G. Forrester/R. Noble (Ford 127) 46.930
Class 2, 1001 cc to 1300 cc 1. A. Hennessey/B. Davis (Austin 1300) 44.733 2. D. Young P. Ma d. 49 5 mca 1.00 5.05 42.357 1. J. B. Owen/G. Sh. m. m. (Austin 1.00 42.354
Class 3, 1301 cc to 1750 cc 1. T. Wilson A. Cows (Toyota Celica) 41.285 2. H. Mack A. Match H. Man A. de S. 1.310 3. G. M. T. Hunt (Ope Ascona 1.65 37.259
Class 4, 1751 cc to 2500 cc 1. J. Hood P. Durrant (Morris Marina 1.8 Coupe) 38.835 2. Y. A. L. R. Stiles (Triumph Dolomite) 37.50 3. R. Hudson Evans/P. Hughes (Audi 100) 34.385
Class 5, over 2500 cc and fitted with automatic transmission (placings based on Index of Performance)
1. P. T. M. J. Road nos 1 Mo 1 Ma 18 34.249
2. A. Z. m. P. Greenlade R. ant Sch. m. C. E. 24.895 3. D. Skeels/C. Cook (Ford Granada) 25.342



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SPORTS EXTRA

LYDDEN

Two from Arnott in new Merlyn

On only his second visit to the circuit Bob Arnott scored a couple of easy wins at the wheel of his new Merlyn-Scholar Mk 24 at the West Essex CC's presentation at Lydden last Sunday. Hotfoot from taking third place at Oulton the previous day, Arnott also knocked a full second off the lap record on the slippery circuit which had been cleaned up well after the winter's rallycross events.

The Grovewood award winner's only possible challenger in both events was the unofficial 1971 Lydden FF champion Peter White, who, after missing last season, was back with another Palliser WDF2. White pressed Arnott for the first couple of laps but thereafter started to fade as his throttle linkage started to come adrift losing his place to Will Arif's Merlyn on lap 7, the Palliser stopping at Chassons a lap later.



Peter White (left) who made a return from Lydden, but couldn't beat Robert Arnott (right)

White got a flyer of a start in the second Formula Ford race and led Arnott by a couple of seconds at the end of lap 1. However White's starter motor packed up in the morning and so he was docked a minute for not switching off the engine on the grid. Bob soon took command however, and after taking the lead at the Hairpin on lap 3 he extended his lead to 5.6 s. The Palliser's penalty demoted it to the tail of the field, while a car that Arnott drove once last year, Ken Pickering's Jet Gas Jamun, was thus awarded

second place. White had no trouble in winning the other FF race, although he was again penalised one minute and this gave victory to Pickering.

On the whole it was a rather dreary meeting with less than 10 cars on most grids, although the lap record charts will have to be modified as there were several laps records. Bruce Venn's Scarab knocked no less than 1.4 s off the PVee lap record on his way to winning the opening round of their national championship. Olly Hollamby tried to spark a bit of life into the proceedings in his pursuit of the leader, but he just failed to stay in touch, while Jeremy Hampshire's Austro was an unsteady third.

John Homewood was another to claim a lap record, his Sunbeam Imp completely dominating the up to 1-litre saloon event, while the bigger saloons provided a little better entertainment. Ian Sax in the Vickers Mini failed to get away from pole and so it was ex-hillclimb/sprint exponent Dave Bray now equipped with an Escort-BDA who led when the flag fell. However by the fourth lap Tony Whibley's Viva GT was challenging like fury, and a couple of laps later Bray spun to retirement up Hairy Hill, leaving the Vauxhall to a clear victory from Martin Staplehurst's ex-Bray Yarbyspeed Anglia t/c.

John Allen won the combined F750 F1200 race in his self-built device. The race consisted of three 750s and three 1200s. The final race, an allcomers event, was won by Philip Guerola's FVC-engined ex-Dean Brabham BT30. The Brabham was chased all the way by Peter Evans' Access 7X and after a tense struggle the credit card special finished just 1.4 s in arrears. Last season's Shell Clubmans champion Melvyn Coon was out for the first time with 1600 Holbay power in his Dino which he describes as "frightening," although he managed to fend off Peter Tester's ex Hart Merlyn Mk 12A t/c to take third place.

PAUL KING

Formula Vee Championship race (10 laps) 1. Bruce Venn (Scarab) 7 m 38.0 s, 75.11 mph 2. Keith Hommer (Austro) 7 m 59.8 s 3. Jeremy Hampshire (Austro) 8 m 1.4 s 4. Brian Usher (Jester) 8 m 27.6 s 5. Alan Woodman (Project) 8 m 42.0 s 6. Martin Thompson (Sax) 9 m 4.0 s 7. Peter White (Palliser) 9 m 7.7 s 8. Peter White (Palliser) 9 m 7.7 s 9. Peter White (Palliser) 9 m 7.7 s 10. Peter White (Palliser) 9 m 7.7 s

Saloon 1000 cc to 1300 cc and over 1300 cc (10 laps) 1. John Homewood (Sunbeam Imp) 8 m 25.4 s, 71.73 mph 2. Gerry Goss (1.0 Cooper) 8 m 53.8 s 3. Mike Chappell (1.0 H. man Imp) 8 m 54.0 s 4. David Foster (950 Mini) 8 m 59.4 s 5. Up to 850 cc class 1. Foster 66.7 s 2. Joe Lorkyer (Mini) 3 m 3.0 s 3. Roy Marsh (Mini) 3 m 3.0 s 4. Joe Lorkyer (Mini) 3 m 3.0 s 5. Roy Marsh (Mini) 3 m 3.0 s 6. Joe Lorkyer (Mini) 3 m 3.0 s 7. Roy Marsh (Mini) 3 m 3.0 s 8. Joe Lorkyer (Mini) 3 m 3.0 s 9. Roy Marsh (Mini) 3 m 3.0 s 10. Joe Lorkyer (Mini) 3 m 3.0 s

851 cc to 1000 cc class 1. Homewood 2. Goss 3. Chappell 4. Foster 5. Lorkyer 6. Marsh 7. Goss 8. Foster 9. Lorkyer 10. Marsh

Formula Ford (10 laps) 1. Robert Arnott (Merlyn Scholar Mk 24) 7 m 50.4 s, 76.50 mph 2. Will Arif (Merlyn Scholar Mk 17) 8 m 09.5 s 3. Rich Bacon (Merlyn Scholar Mk 11A) 8 m 39.4 s 4. Ray Turner (Lucas Motorsport) 8 m 49.9 s 5. Len Palmer (Merlyn Scholar Mk 17) 8 m 75.0 s 6. Anthony Thorpe (Merlyn Scholar Mk 18) 8 m 33.4 s 7. Peter White (Palliser) 8 m 2.4 s 8. Ken Pickering (Jet Gas Jamun) 8 m 2.4 s 9. Peter White (Palliser) 8 m 2.4 s 10. Ken Pickering (Jet Gas Jamun) 8 m 2.4 s

Formula 750 and Formula 1200 (10 laps) Overall 1. John Allen (1.2 Allen Ford) 8 m 24.6 s, 71.24 mph 2. Mike Roberts (1.2 Nardor) 8 m 37.0 s 3. Phil Lloyd (1.2 Nardor) 9 m 0.6 s

Formula 750 class 1. Roy Livingston (Centaur) 9 m 44.4 mph 2. Lynn Evans (F20) 3 m 3.0 s 3. Alan Ephraim (Merlyn Scholar Mk 11) 3 m 3.0 s 4. Roy Livingston (Centaur) 9 m 44.4 mph 5. Lynn Evans (F20) 3 m 3.0 s 6. Alan Ephraim (Merlyn Scholar Mk 11) 3 m 3.0 s 7. Roy Livingston (Centaur) 9 m 44.4 mph 8. Lynn Evans (F20) 3 m 3.0 s 9. Alan Ephraim (Merlyn Scholar Mk 11) 3 m 3.0 s 10. Roy Livingston (Centaur) 9 m 44.4 mph

Formula 1200 class 1. Allen 2. Roberts 3. Lloyd 4. Evans 5. Goss 6. Chappell 7. Foster 8. Lorkyer 9. Marsh 10. Goss

Formula Ford (10 laps) 1. Ken Whitting (Jamun) 8 m 2.4 s 2. Will Arif (Merlyn Scholar Mk 17) 8 m 09.5 s 3. Rich Bacon

(Merlyn Scholar Mk 11A) 8 m 09.5 s 4. John Brick (Lucas Motorsport) 8 m 16.0 s 5. Peter Lawrence (Rogals RPSA) 8 m 21.2 s 6. Tony Mundy (Jamun T3) 8 m 22.4 s 7. Fastest lap: Peter White (Palliser Rowland WDF2) 43.2 s, 76.27 mph

Saloon cars 1000 cc and over 1300 cc (10 laps) 1. Anthony Whibley (Viva GT) 8 m 22.0 s, 71.71 mph 2. Martin Staplehurst (1.6 Ford Anglia t/c) 8 m 34.0 s 3. Jack Davies (1.3 Cooper S) 8 m 49.2 s 4. Chris Palmer (1.6 Ford Anglia t/c) 8 m 53.7 s

1001 to 1300 class 1. Davies 68.03 mph 2. Brian Davis (1.3 Ford Escort) 3 m 3.0 s 3. John Gyles (1.3 Cooper S) 3 m 3.0 s 4. Jack Davies (1.3 Cooper S) 3 m 3.0 s 5. Fastest lap: Jack Davies (1.3 Cooper S) 3 m 3.0 s, 70.31 mph

Over 1300 cc class 1. Whibley 2. Staplehurst 3. Palmer 4. Fastest lap: Whibley 48.2 s, 74.69 mph

Formula Ford (10 laps) 1. Robert Arnott (Merlyn Scholar Mk 24) 7 m 50.4 s, 76.50 mph 2. Ken Whitting (Jamun RPSA) 8 m 02.0 s 3. Jorge Poching (Merlyn Scholar Mk 20A) 8 m 02.4 s 4. Roger Spring (Lucas Motorsport) 8 m 14.2 s 5. Richard Eyre (Lucas Motorsport) 8 m 14.0 s 6. John Morrison (Lucas Motorsport) 8 m 17.4 s 7. Fastest lap: Arnott 45.6 s, 76.45 mph (Record)

Allcomers race (10 laps) 1. Phil Guerola (1.6 Brabham FVC BT30) 7 m 45.6 s, 77.32 mph 2. Peter Evans (1.6 Access 7X) 7 m 47.0 s 3. Melvyn Coon (1.6 Dino Holbay) 8 m 04.2 s 4. Peter Tester (1.6 Merlyn Mk 12A t/c) 8 m 04.5 s 5. Brian Davidson (1.3 Vauxha Viva GT) 8 m 19.0 s 6. Nick Adams (FF Hawk) 8 m 19.0 s 7. Fastest lap: Guerola and Evans 45.6 s, 79.10 mph



MOTORING
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COWDRY

A strong supporter for some years of the up to 1151 cc class in motorsports has been Roger Cowdry, culminating in his winning the class in last year's STP championship. Cowdry started racing in 1967 with a GT bodied 1138 cc Sprite bought from Reg Thurlley. The GT body was subsequently ripped off, and a Mk 2 body substituted, which was sold at Gordon Howie late in 1969. For the 1970 season, Cowdry built up a Mk 4 Sprite with an Alan Woode short stroke engine, but decided on something more competitive, and bought the Ginetta G4 as a road car late in the season. Second time out, he blew it up so during the winter, the 1.0 MAE was rebuilt by a friend at Longbridge of all places. Last year, he began the season with the G4 in good trim, and decided to see how well the car would go. As is well known, the car went well enough to win the championship, although Cowdry himself says this was by sheer consistency rather than competitive driving, saying that he must have had the highest number of seconds of anyone. For this year Cowdry had intended to buy a G15, and went down to Ginettas, cheque book in hand, with the express intention of buying the Wood works car. However when he got there the car wasn't and the price had gone up anyway, so he bought the Alison Davis Femfresh car instead, and was recently lapping just outside the lap record at Silverstone when he blew the engine, putting a 7in crack in the block. This has now been returned to Ian Carter, so Cowdry will meanwhile continue with the G4 which he has been unable to sell.

Currently single, Cowdry says he is motivated by good holidays and motor racing, the latter of which is his total form of relaxation. At 30 he is the group sales manager of trucks for the Reginald Tildesley group of Ford garages in the Midlands. For this year he will be contesting the Blue Circle and Dickie Protheroe championships and doesn't envisage changing to another formula. Every time you grow, he says, your budget increases and anyway, he modestly claims, he isn't good enough to go much further.

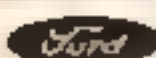
While he would obviously like to be sponsored (and there may be a deal in the pipeline) he would prefer to go it alone than be involved in a lot of £100 or £50 deals.

Based from Stourbridge, Cowdry will be doing about 20 races, as well as the Hagley and District Light Car Club races, as that is his club. Cowdry's championship bid started on Sunday when he finished second in class to Bob Jarvis' Davrian Imp, although when the G15 is back in operation, Cowdry should have a chance for revenge.

Olly Hollamby chases Bruce Venn's victorious Scarab at pits.



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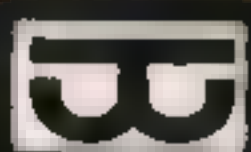
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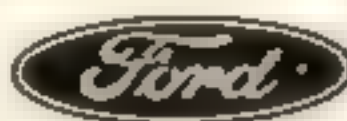
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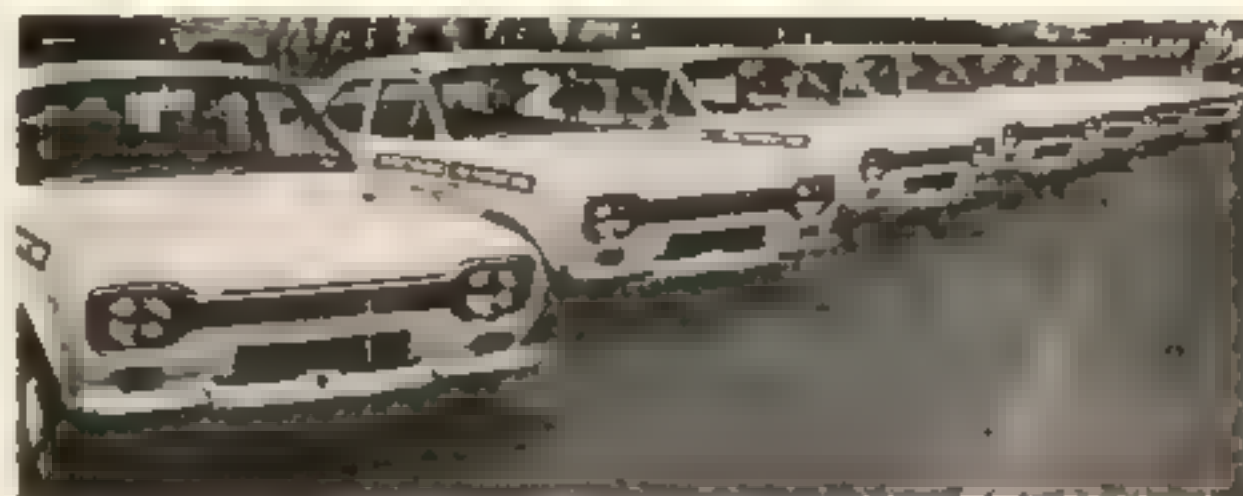
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SPORTS EXTRA

Hillclimbers limber up

Five of the country's leading hillclimb exponents slipped quietly away from the Shell/RAC hillclimb awards in Leicester last Friday night to attend to their mounts for the coming season. With the first climb at Loton Park only a week away all five were eager to set up their machinery some of which had not in their present guise, been seen on a track before.

No fewer than four Formula One powered cars will be seen on the hills this year and three of these (John McCartney's BRM P153C being the exception) were present. Tony Griffiths' Brabham BT13 had already been out at the Loton test day and is chassis number 3 the ex-Schenken, Hill and Wilson Fittipaldi car fitted with a series 8 Cosworth DFV ("Damned Fine Vehicle" quote Griffiths at the awards) updated to series 11 and also supplied by Brabhams. The car is now fitted with BT17 bodywork and is resplendent in the patriotic Kidderminster Motors colours of British Racing Green and yellow.

The other two DFV powered machines present were both using ex-McLaren and de Cadenet series 9s suitably worked upon by McLaren engine man and Formula Atlantic driver John Nicholson and using, like Griffiths, sports cams (apparently the use of these cams isn't so effective for hillclimbing as the cars are still terribly tweaky). Lyncar designer, Martin Slater, was responsible for fitting both engines to their respective chassis, one of which was in one of his own Lyncars. This is the Skt example of the 1961 champion, David Good, making a welcome return to the major series having narrowly missed out on the Shell Leaders last year. The red and white car first seen at the Racing Car Show is mainly a Formula Atlantic suitably modified in the cockpit area to accommodate Good and with a left-hand gearchange. The other car is the monocoque March 712 Special of the reigning champion, Sir Nicholas Williamson. This is the car used last year with a two-litre Hart BDA which the DFV has neatly replaced ("Even the dimensions are the same" announced the baronet with glee). Unlike Griffiths and Good the champion does not use a cold air box. The wing on the red March is set further back than last year. Both DFVs were causing vibration problems (shades of the Shadows) and both cars suffered from broken clutch pipes, making Slater the hardest worker present. The surface was incredibly slippery and Good managed to knock a front wing off early in the day while Williamson seemed to have his tail permanently hanging out. Although everybody was saying that times didn't count there was much "What time did so-and-so do?" and therefore it must go on record that Williamson was not only trying the hardest (down the course as well as up) but was also the quickest although everybody was pretty close.

Williamson's old Hart BDA and Hewland gearbox were present in their new mount, the ex-works Goodyear shod F3 March 723, chassis number 12, henceforth to be known as the Grünhalls Lager Special. The worthy recipient of this sponsorship is the twice Shell Leaders champion Chris Cramer, now a new prospect for BTD times. Cramer's U2 was



Two new DFV powered cars had their first outings last weekend. Above is David Good's exciting Lyncar which has been adapted for last year's Atlantic chassis. Reigning champion Sir Nick Williamson has a DFV fitted in the back of his last year's March 712 chassis (below).



Chris Cramer has fitted the ex-Nick Williamson Hart BDA and Hewland box in an ex-works March 723 chassis with sponsorship from Grünhalls Lager (above). Mike MacDowel has bigger injection trumpets and rear wing on his 5-litre Brabham-Repco BT36X (below).



known for its smart nature but the black and white March with Old English signwriting and showing Cramer's loyalty to Castrol is really something to behold. Having been so much faster than anyone else last week at Loton Cramer was loath to fiddle with the car and was not out to produce any fireworks on a stony surface from which the drivers were protecting their engines with ladies' thighs!

Lastly there was one of last year's cars Mike MacDowel's Brabham BT36X still with its five-litre 740 series Repco. Basically the

car is as last year but with taller injection trumpets and with a much larger wing complete with fences and set farther back. Like Good, MacDowel is still on Firestones.

If this was just a sample of this year's machinery then 1973 just has to be the greatest year for hillclimbing . . . ever! It all begins at Loton Park, near Shrewsbury, next Sunday with the first round of the Castrol/BARC championship.

IAN WAGSTAFF

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Jonty Williamson —
Yerovilton winner

Last Sunday saw the 25th running of the ever popular Yeovilton Sprint over two laps of the tricky half mile circuit with the organisation, as always, in the capable hands of the Yeovil, Taunton and Burnham-on-Sea MCs. The meeting was also the opening round of the 1973 RAC Sprint Championship but even with names like Jonty Williamson present, due to a heavy rainstorm during the class runs, the single seater racing cars failed to produce the hoped for times. But by the time that the championship run off commenced the course had begun to dry and this gave Jonty the opportunity of using all the power of his new 0.7-litre Chevrolet motor and he cantered to an easy 10 points and BTD ahead of the Brabham BT18 Buick of David Hartley.

Phil Bulton and the 1293 Cooper S were in fine form in the up to 1800cc saloon class coming home in 69.46 s and just pipped the similar car of Oddicombe BTD man Ray Walker with Bulton's co-driver Brian Eyes not too far removed in third place Allan Humphries Escort had things all its own way with a run just before the rains in 71.05 s to take the next class ahead of the 2 litre Viva GT of Robin Bowes.

Brain Butler looked odds on favourite for the small sports car class but a slight moment with the Sprite cost him dear and Tony Chipp capitalised on his mistake to whip the GSM Delta into first position. The large sports car class saw a heroic drive from Nigel Pow on the second run as he threw the E-type to the flag in a brilliant 68.56 s to beat the Tecalemit injected V12 version of Guy Bedington by over 2 s.

Despite a spin on the second run David Franklin's first effort in the incredible Huntsman Vixen at 74.34 s was enough to take the small racing car class whilst Alan Workman really lived up to his name to slot his Terapin ahead of the Brabham of Tommy Elton. The Elton family however came good in the next class with Spencer taking his Brabham BT30 in 71.68 s when the track was awash. Dave Harris in his first competition with the ex-Geoff Inglis March 702 FVA took second place in 75.78 s. Of the large racing cars only David Hartley seemed really happy in the diabolical conditions, recording a determined 71.35 s with his Brabham Buick

The top 10 run off for championship points featured just five cars and of these Tony Bradwell retired and Spencer Elton crashed his Brabham at the end of the straight without injury. With the track much drier Jonty Williamson's first effort at 63.75 s was enough for 10 points. It had to be, for he had an off course excursion on the second run. The traditional ending to a Yeovilton meeting, the knock-out, gave a win for Terry Smith's Techcraft-Buick which defeated Robin Bowes' Viva in the final, but Smith had a hard time in the heats particularly from Guy Bedington who led him for nearly two laps with his Jaguar E until the injection belt fell off.

EYD J W amson (57 McLaren M6 10 A/B

Chevrolet 8273 s
Cash winners D Gora (850 M n 7473 s
Hayward s M R Cooper) 7026 s P Burton (115
M - cope s 844 s A H mph s 8 Floyd
Elo s s T Chapp s 2 Gary Des 7430 s
P Harley 22 Porsche 915 N Pew s 4 Jag at E
8236 s M Ayres (1 = 704 s A Mac (24
Gloria GT2 (547 s M Hu p s 118 42 M B)
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Bragam - 5 B + 713 s
Championish Run Dr J W amson (57 McLaren
M A B ve et 8275 s 2 D Harley 133
Braham B B E 4341 s 3, 7 Smith (33 Tech
craft Buck 8287 s

Withers' advantage in Chartley

On a day when heavy rain in the early afternoon ruined the sections, Peter Withers took advantage of being first car away to win the Dunlop MC's March production car trial at Chartley, Staffs. last Sunday.

Withers, returning to PCTs after several years, lost only 14 marks on the 37 section in his 998 Clubman to win the event by six marks from Nick Pollitt's 1275GT. A refreshing feature in the field of 52 competitors was the entry of 12 ladies, the best of whom was Mrs Sheila Silvester who used her husband's 1275GT to return a respectable score of 55 marks to beat Mrs Hazel Spencer (998 Cooper) by nine marks.

Only six marks separated J. Cotterell and A. Stones, both in Escort Sports in the conventional saloon class, but Mike Harrison's Midget had little trouble in taking the four car sports car class. Among the rear-engined people Tony Millward's Imp dominated after Brian Pickering's Simca Rallye broke its diff leaving Pete Saunders' similar car to take second, 12 marks behind.

Overall P winners 1998 C 1st ans 1d male det
Cinder winners 1st Putt 1 275G 2 21 mg 4 d
Central (Forest Special) 330 marks 1st ans 1d 1st
11 marks 1st ans 1d 1st ans 1d 1st ans 1d
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Smith on top

Reigning BTRDA Autotest Champion Trevor Smith from Witney, Oxon, gained his second BTJ of the season when he won the third round of this year's Castrol sponsored championship organised by Harrow Car Club at North Weald, last Sunday.

Smith beat a field of 53 competitors in the six tests with a total time of 392 s with the Mini GT of Roger Fripp coming through to second overall on 406.4 s which gained him an emphatic class win by 23 s. Third overall was Roy Atcock in the Cannon who finished less than a second ahead of Len Gibson, the pair respectively winning their classes.

In the small M16s class Ron Easter had an easy win in the six car class, his total of 478.2 s leaving M. Clark's Mini-Cooper trailing by 23 s. Behind Fripp, in tremendous form, there was a grand scrap in the Cooper class between Terry Armstrong and Geoff James, the former taking second by just 2.2 s. Only four cars contested the next class and Terry Mearns' winning total of 445.9 s in his Countryman left a pair of Escort GTs and a Herald with no hope.

The previously invincible Peter Noad had a rare mistake in the next class, the VW going round a test in the wrong direction and thus indiscretion let in Tony Hunt (Mexico) for a rare, but welcome, class success. Hunt totalled 465.2 s, with Noad not far behind on 472 s.

Once again the largest class was among the sports car contingent and Smith had things made easier for him when Denis Sears broke a halfshaft on his Sprite on the first test. Len Gibson took over the mantle of chasing Smith but could only finish 22nd in arrears while the class awards was completed by M. Rynn (Sprite), who took third in 458.8 s.

The Allcock brothers' Cannon dominated the DHW of the Daniels family, Roy having some 25 s in hand over Eddy while Mike Daniels was a very distant third.

Overall T Spr 14 150 lbs 392 x Cate winners R
Easi M N 4 1/2 x 3 M F pp (M = G) 4 1/4 x
T Wears (Cov pmar 443 1/2 T Hurl 44x to
463 1/2 A 5x 1/2 100 mte 311 5 x 4 Gibson
Spr 14 4 1/4 x 3 M A cock Cannon 413 1/2

News

● Wet and windy conditions kept times down at the first of the season's sprint meetings at Curborough, near Lichfield, last Sunday, when Halesowen MC attracted a fair crowd to watch an entry of 80 cars.

Fastest time of day went to Rob Turnbull in his F2 Alexis, who turned in a 37.4 s on his first run to pip Graham Cooper in his newly acquired Brabham BT23C by a whisker while Richard Hartley (Brabham BT21A) was third fastest in 39.5 s.

Curborough regular John Ravenscroft came along with his father with the ex-Max Reinhardt Lola T142 and John did 40.3 s to win the big single seater class but conditions did not suit the F5000 car, Derek Lloyd, in his Lander R7, had a good run to return 49.8 s and be fifth BTD.

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● Several of the leading contenders in the RAC Hilclimb Championship, which does not start until later in the month, have entered the first round of the Castrol/BARC Hilclimb Championship which gets under way at Loton Park on Sunday with Hagley & District LCC again organising.

Among the single seater boys who will be forerunners are Roy Lane, Tony Griffiths, Richard Thwaites, Mike McDowell in the big racing car class while Mike Hawley, Chris Cramer, Ken McMaster, Tony Lambert and Graham Cooper will be among the smaller capacity class racing cars.

A full entry of 120 has been received and the action begins at 12.30 pm. Loxon Park is situated 8½ miles west of Shrewsbury, Salop.

● At the presentation of the hillclimb awards last Friday evening, it was announced that Woking Motors were to sponsor this year's RAC Leaders Hillclimb Championship. The Leaders Championship is based on class positions rather than overall positions. Of course, the RAC National Hillclimb Championship is the big series in which the big bangeroes will be taking part this year. At present this series is still unsponsored, although the cost needed to sponsor this 16 round series throughout the UK is relatively small.

Meanwhile the Castrol/BARC Hillclimb Championship goes from strength to strength. The BARC Yorkshire centre's Mike Wilson has just tied up sponsorship from Castrol for the customary class-orientated series and, in addition, the Castrol/BARC set-up will include another series this year, based on overall positions as in the National RAC Championship. This will cover the first five fastest competitors at the end of the day.

● Sunday's meeting at Santa Pod Raceway sees the start of the drag racing season with the GUD Filters sponsored "Season Opener."

Prime entry will of course be Dennis Priddis, already track record holder with a 5.59 s in last year's car. Now equipped with an American built car with the all ally Donovan engine, Dennis must be favourite for Top Fuel. For this first meet, he will probably have just Allan Herridge in the Raceway's own car to contend with, and of course if he should have any "new-car" problems, the powerful 426 in car will be pushing very hard for its first six. Racing starts around midday with qualifying from 9.30 am. The track is also open on Saturday for practice.

● Last year the surface of the excellent Devon hillclimb, Wiscombe park, was crumbling so badly that the track was in danger of closing down. However the surface has been re-laid during the winter and although only just finished is settling down nicely. The course is also the drive to Major Richard Chichester's estate, near Honiton, and as it is in continual use therefore should be well bedded in in time for the 5 st event there this year, the annual Climb of Champions on April 15.



No change in Scotland

Iain McLaren—St Andrews hillclimb win.

This year the St Andrews and District MC assembled a fine entry of new and up-dated hill climbing machinery for the opening round of the Esso Uniflo Scottish Hill Climb Championship on Saturday last. Despite this being the first speed event most of the cars acquitted themselves exceptionally well, with the notable exception of the Hawke Atlantic acquired by Ted Dzierzek who found water pouring from the exhaust after a practice climb, while John Fyde, who had just managed to complete bolting an F2 BRM engine into his AGRA, made only one climb in a very respectable 37.9 s, but declined a second as the newly relaid track showered the expensive power unit with small stones.

This ballbearing surface gave all the drivers cause to worry, including Iain McLaren, last year's champion, who nevertheless blipped his ex-Wingfield BT36 through the traps in 32.7 s, well ahead of Gray Mickel who did a neat 34.5 s with his immaculate Brabham BT35 to hold off Bob Snelson (34.8 s), now in a more competitive BT23C. One tenth in arrears came former Eilan driver Murray McGrath who found the BT30X power an embarrassment when he spun off completing his second climb. John Barr took a calm 36.1 s in his Lotus 89 with Agnes Mickel not far behind in the family BT35.

Doug Thomson had a firm grip on the up to 1100 cc racer class, with his Ecosse-Imp, now sporting a Tyrrel-like front, and with the engine benefiting from some Bevan goodies, recording 34.1 s. His rival Kenny Allen was "off form," his Chevron B15 understeering off on to the lawns during his opening climb, but notching a 35.9 s on his second, but still not enough to oust the well-driven Ginetta G17B of David Fyfe (34.6 s).

BT20 6th McLaren Brabham BT36 32.7 s, 4th Class winners: Bevan 34.1 s, 1st Thomson (Imp) 34.1 s, 2nd Allen 35.9 s, 3rd Snelson 34.8 s, 4th McGrath 36.1 s, 5th Barr 36.1 s, 6th Fyfe 34.6 s, 7th Dzierzek 37.9 s, 8th Fyde 37.9 s, 9th Snelson 34.8 s, 10th McGrath 36.1 s, 11th Barr 36.1 s, 12th Fyfe 34.6 s, 13th Dzierzek 37.9 s, 14th Fyde 37.9 s, 15th Snelson 34.8 s, 16th McGrath 36.1 s, 17th Barr 36.1 s, 18th Fyfe 34.6 s, 19th Dzierzek 37.9 s, 20th Fyde 37.9 s, 21st Snelson 34.8 s, 22nd McGrath 36.1 s, 23rd Barr 36.1 s, 24th Fyfe 34.6 s, 25th Dzierzek 37.9 s, 26th Fyde 37.9 s, 27th Snelson 34.8 s, 28th McGrath 36.1 s, 29th Barr 36.1 s, 30th Fyfe 34.6 s, 31st Dzierzek 37.9 s, 32nd Fyde 37.9 s, 33rd Snelson 34.8 s, 34th McGrath 36.1 s, 35th Barr 36.1 s, 36th Fyfe 34.6 s, 37th Dzierzek 37.9 s, 38th Fyde 37.9 s, 39th Snelson 34.8 s, 40th McGrath 36.1 s, 41st Barr 36.1 s, 42nd Fyfe 34.6 s, 43rd Dzierzek 37.9 s, 44th Fyde 37.9 s, 45th Snelson 34.8 s, 46th McGrath 36.1 s, 47th Barr 36.1 s, 48th 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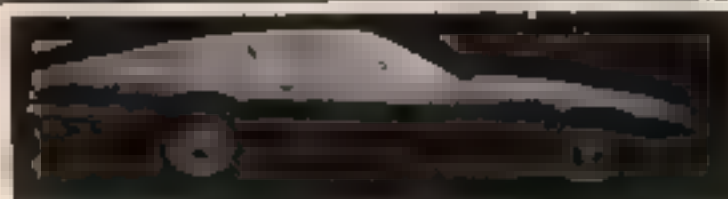
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70 Lotus 7 Ser III 1960	50 MGB GT, w/d	1970
70 MGB GT Mk II 1975	51 MGB GT, w/d	1970
70 Spitfire Mk III 1965	52 MGB GT, w/d	1970
70 Lotus 7 Ser III 1960	53 MGB GT, w/d	1970
70 MGB GT Mk II 1975	54 MGB GT, w/d	1970
70 Spitfire Mk III 1965	55 MGB GT, w/d	1970
70 Lotus 7 Ser III 1960	56 MGB GT, w/d	1970
70 MGB GT Mk II 1975	57 MGB GT, w/d	1970
70 Spitfire Mk III 1965	58 MGB GT, w/d	1970
70 Lotus 7 Ser III 1960	59 MGB GT, w/d	1970
70 MGB GT Mk II 1975	60 MGB GT, w/d	1970
70 Spitfire Mk III 1965	61 MGB GT, w/d	1970
70 Lotus 7 Ser III 1960	62 MGB GT, w/d	1970
70 MGB GT Mk II 1975	63 MGB GT, w/d	1970
70 Spitfire Mk III 1965	64 MGB GT, w/d	1970
70 Lotus 7 Ser III 1960	65 MGB GT, w/d	1970
70 MGB GT Mk II 1975	66 MGB GT, w/d	1970
70 Spitfire Mk III 1965	67 MGB GT, w/d	1970
70 Lotus 7 Ser III 1960	68 MGB GT, w/d	1970
70 MGB GT Mk II 1975	69 MGB GT, w/d	1970
70 Spitfire Mk III 1965	70 MGB GT, w/d	1970
70 Lotus 7 Ser III 1960	71 MGB GT, w/d	1970
70 MGB GT Mk II 1975	72 MGB GT, w/d	1970
70 Spitfire Mk III 1965	73 MGB GT, w/d	1970
70 Lotus 7 Ser III 1960	74 MGB GT, w/d	1970
70 MGB GT Mk II 1975	75 MGB GT, w/d	1970
70 Spitfire Mk III 1965	76 MGB GT, w/d	1970
70 Lotus 7 Ser III 1960	77 MGB GT, w/d	1970
70 MGB GT Mk II 1975	78 MGB GT, w/d	1970
70 Spitfire Mk III 1965	79 MGB GT, w/d	1970
70 Lotus 7 Ser III 1960	80 MGB GT, w/d	1970
70 MGB GT Mk II 1975	81 MGB GT, w/d	1970
70 Spitfire Mk III 1965	82 MGB GT, w/d	1970
70 Lotus 7 Ser III 1960	83 MGB GT, w/d	1970
70 MGB GT Mk II 1975	84 MGB GT, w/d	1970
70 Spitfire Mk III 1965	85 MGB GT, w/d	1970
70 Lotus 7 Ser III 1960	86 MGB GT, w/d	1970
70 MGB GT Mk II 1975	87 MGB GT, w/d	1970
70 Spitfire Mk III 1965	88 MGB GT, w/d	1970
70 Lotus 7 Ser III 1960	89 MGB GT, w/d	1970
70 MGB GT Mk II 1975	90 MGB GT, w/d	1970
70 Spitfire Mk III 1965	91 MGB GT, w/d	1970
70 Lotus 7 Ser III 1960	92 MGB GT, w/d	1970
70 MGB GT Mk II 1975	93 MGB GT, w/d	1970
70 Spitfire Mk III 1965	94 MGB GT, w/d	1970
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70 MGB GT Mk II 1975	96 MGB GT, w/d	1970
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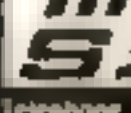
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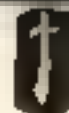
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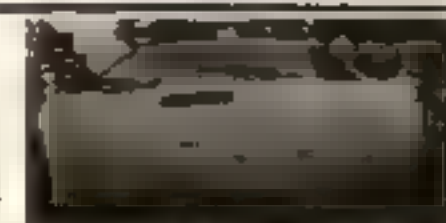
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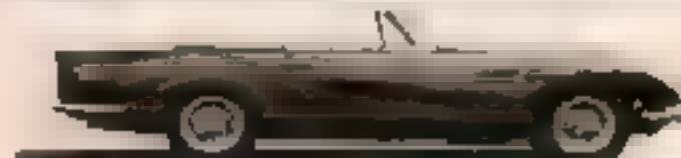
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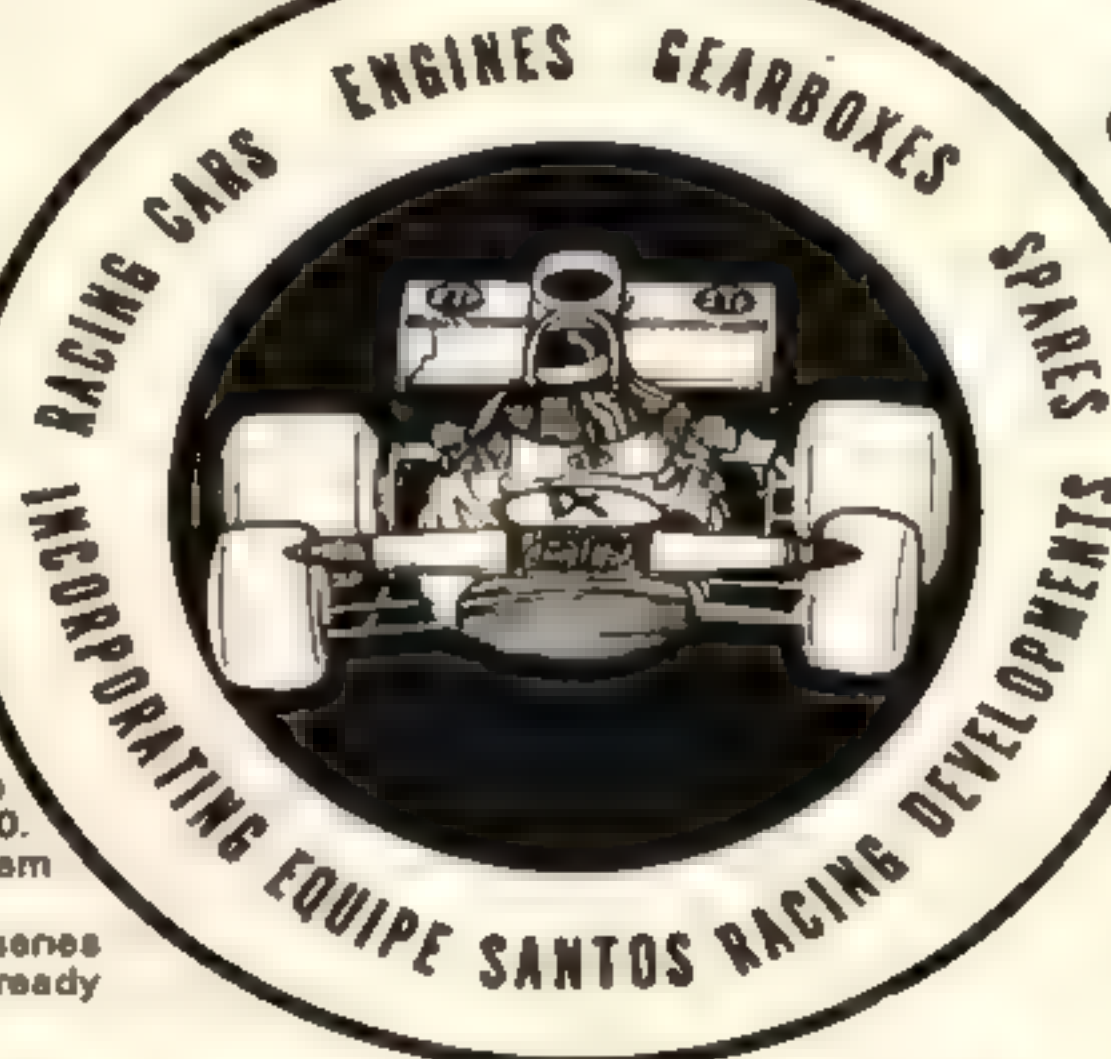
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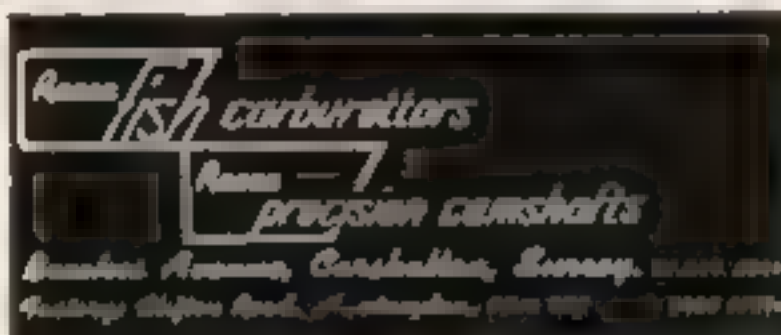
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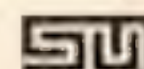
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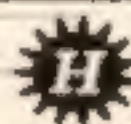
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